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AHEAD OF THE MAIL

[SUPPLEMENTARY WIRE FROM INDIAN PAPERS.]

UNEMPLOYMENT PROBLEM

LONDON, August 16th.

In the course of his Presidential address at the National Federation of General Workers' annual conference at Cambridge, Mr. Clynes declared that the central part of the international problem was to bring Germany into normal contact with the rest of Europe and to establish between Germany and France relations enabling the rest of the world to live in peace.

He expressed disappointment at the inadequacy of the Government's measures to remedy unemployment, which will provide work for only one man in a dozen, while the rest will be kept in idleness at a weekly cost of £2,000,000.

He deplored the dockers' strike, saying that the National Agreement must be respected, and he castigated the fire-brand leaders whose "gross unfitness and costly vanity and blindness in the attempt to attain the impossible afford the last lesson to organised workmen." The strike should also serve as a warning to those employers who considered that "wage reductions were a cure for industrial and economic trouble."

CHIEF OF SOVIET FOREIGN DEPARTMENT

LONDON, August 17th.

Mr. Richard Easton, the *Daily Mail's* correspondent, who has just been released from prison in Russia, declares that the real chief of the Foreign Department is a Russian woman, less than thirty years of age, named Simanova. She is beautiful and blonde, with innocent grey blue eyes. Nevertheless she is even more violent than her Jewish assistants. She conducts all important interrogations herself, and is merciless in her demands for punishment. She is responsible for many shootings and for the expulsion of foreigners within the last six months. Twenty thousand Russians and foreigners have been expelled to Archangel.

MANOEUVRES ON SUSSEX DOWNS

LONDON, August 17th.

Much activity is being observed in regard to the manoeuvres on the Sussex Downs between the town of Bognor and the village of Cocking.

The fifth and sixth infantry brigades, under Major-General Sir Peter Strickland, covered a distance of about 50 miles from Aldershot in two days. The 10th Hussars and the 9th Artillery Brigade, as well as sections of the Royal Engineers and R.A.F. are co-operating.

The manoeuvres are designed to test several new original ideas in military science.

The Downs are waterless and there is an elaborate organisation of water-carts and collapsible tanks to keep the troops supplied. There is also only a single railway line, which is some miles from the Downs. The country is very well-wooded and the roads are mere tracks.

Operations will continue all night on Monday.

The troops, including many war veterans, are in fine condition. Hitherto, the weather has been perfect, but now there is driving rain and mist, which adds to the transport and tactical difficulties of the manoeuvres, which will last for a fortnight from the 15th and will then be continued by another Division.

CAREERS FOR BRITISH WOMEN

LONDON, August 18th.

The *Yorkshire Post*, in an editorial, urges women without training certificates who have a vocation for the care of children and for helpfulness in the house to seek posts as mothers' help in Egypt, Palestine and India.

The paper says that there is a steady demand for capable and adaptable women to accompany the wives of officials departing from England in September. It adds that the life is full of interest, and that there is plenty of opportunity for social intercourse.

TRANSPORT AMALGAMATION

LONDON, August 18th.

Enthusiastic speeches in favour of the formation of one big Transport Union were made at a joint conference of the Transport Workers' Federation and the National Union of Railway-men.

It was stated that negotiations for amalgamation had reached an advanced stage.

The meeting unanimously passed a resolution that the two organisations should immediately jointly tackle the problem of non-Unionists on railways and other transport services.

FUTURE OF THE HELICOPTER

LONDON, August 18th.

Describing the whole scheme as a will-o'-the-wisp, Mr. Leonard Baird, Professor of Aerodynamics, in the course of an article in *Nature*, criticises the Air Ministry's search for a helicopter as a waste of time and money, diverting attention from really valuable research. He agrees that substantial advantages would be obtained by a machine fulfilling the Air Ministry's conditions, as regards every other desirable quality of a flying machine, but the stipulation regarding free flight and vertical descent would involve certain death to any pilot attempting it.

He remarks that already between £200,000 and £100,000 has been expended at Farnborough on the Brennan helicopter, while the total value of the prize fund amounts to twice the annual cost of aeronautical research work.

RELIEF FROM RATES

LONDON, August 17th.

While the situation in the London Dock is officially described as still improving, a meeting of business men in the City, convened by the London Chamber of Commerce, resolved to call the Home Secretary's attention to the necessity for protecting the men who have resumed work, and also welcoming the ratepayers' challenge to the action of the Poplar and Bermondsey Guardians in paying relief to the strikers exceeding the pay of the workers.

A deputation of London waterside employers has also called upon the Home Office and demanded further protection for workers by increasing the patrol boats.

LONDON, August 20th.

The London dock strikers claim a partial victory in view of the fact that they secured from the Transport Workers' Union and have formed a new amalgamated Union, but it remains to be seen how far the employers will recognise this Union.

The men's leaders realise that they have a hard task before them, and one of them, addressing a meeting at the Custom House today, said that the fight was not ended. He asked his audience to do peaceful propaganda work and to persuade members of the Transporters' Union to join the new organisation, which would renew the fight for the return of a shilling daily immediately it was properly constituted.

The Chairman of the new Amalgamated Union of Stevedores, Lightermen and Dockers told a Pressman that 18,000 had already joined, and that enrolment was proceeding rapidly. He was confident that the employers would recognise the new Union.

LONDON, August 21st.

A statement by the Clerk to the Guardians at Poplar shows that the relief paid to the striking dockers added £3,000 to the estimated weekly bill of £11,500 for out-relief.

LORD BIRKENHEAD'S TOUR

LONDON, August 18th.

A programme of lectures awaits Lord Birkenhead, who left for America to-day. Apart from papers before the Canadian Bar Association on international law as the war left it, and before the American Bar Association on developments of the English Constitution in the last 50 years, Lord Birkenhead, it is anticipated, will be very talkative during his 20,000 miles journey before returning at the end of October.

"PUSSYFOOT" JOHNSON'S TOUR

LONDON, August 18th.

Cape Town.—Pussyfoot Johnson had large, quiet and attentive audiences for the opening stages of his campaign until to-day, when his peaceful progress was rudely disturbed at Port Elizabeth, where the opposition was evidently organised.

Three thousand people crowded the hall and there were large numbers outside who clamoured for admission. The wild uproar nullified Mr. Johnson's efforts to speak, until comparative quiet was restored in response to the appeals of the Mayor and other prominent persons on the platform, but interruptions recommenced and the meeting concluded in a pandemonium of cheers and cat-calls.

CONQUERING SEA AND LAND

LONDON, August 20th.

A new submarine tractor, moving along the sea bottom, fitted with caterpillar wheels and search lights and operating at depths fatal to a diver is about to be tried in the salvage of the remainder of the £20,000,000 worth of gold on the *Laurentic*, which was torpedoed at Lough Swilly in 1916. The crew operating the tractor is enclosed in a steel caisson.

IMPROVED TRACTOR TANK

LONDON, August 20th.

The Artillery War Horse, the nickname of the new tractor tank, the first of which has just been built for the British Army by Vickers, is capable of taking artillery into action in addition to being a self-contained fighting unit, with a range double that of its predecessors.

The *Manchester Guardian* says that there has been a rush of applications of Army Officers to transfer to the new Tank Corps, thus giving the authorities a wide field of selection and enabling them to create a Corps Elite.

FUTURE OF HELICOPTER

LONDON, August 21st.

Although no official notice has been taken of Professor Baird's criticisms of the helicopter, experts do not share his view, and express the opinion that the production of a helicopter able to rise and descend vertically will entail no more risks than the first efforts of aeroplane pioneers. They point out that tests by large scale models have already proved that an helicopter whose engine fails may descend slowly.

RIVIERA FOREST FIRES

LONDON, August 21st.

Paris.—The damage caused by the forest fires on the Riviera is estimated at scores of millions of francs, but the aesthetic loss is inestimable because one of the loveliest coast stretches in Europe has been destroyed.

The spectacle from the sea on Sunday night was superb, and the hills glowed like immense braziers, the whole region for many miles towards the sea being covered with pungent black smoke from the burning resin of blazing pine cones. The sparks were carried great distances by the mistral, lighting fresh fires where they fell, while there was also a gale which made the conflagration the worst on record.

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TANNHAUSER (Wagner) Oh! tu bell'astro (The Evening Star) Pasquale Amato, Baritone.
I VESPRE SICILIANI Aria di Montforti (Montforti's Aria) Riccardo Stracciari, Baritone.
LUCIA DE LAMMERMOOR (Donizetti). Tu che a Dio spingesti l'ali (Thou hast spread thy wings) Alfred Puccaver, Tenor.
TOSCA E lucevan le stelle (The stars were shining) Nino Picaluga, Tenor.
MEFISTOFELE (Boito) Son lo spirito Adamo Dilor, Bass.
RICOLETTO (Verdi) La donna e mobile C. Laori-Volpi, Tenor.

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COTTON TRADE CONTROL. PROPOSAL REJECTED.

The Master Cotton Spinners' Federation at Manchester, on July 31st, rejected the proposal to establish an advisory council to control the industry, with a view to coping with the present depression.

The question on the ballot-paper was: "Are you in favour of the principle of establishing an advisory council for the cotton industry (consisting of representatives of the existing Master Cotton Spinners', Cotton Manufacturers', and Operatives' organizations), with full power to control production and to impose penalties upon firms who do not carry out its instructions?" The voting in favour of the council was 23.34 per cent. of the membership of the federation; against, 56.66; while 17.00 did not reply. These voting in favour of the council own 14,273,000 spindles; and those against own 31,879,000 spindles.

On the figures being reported to the general committee of the federation, they passed a resolution, with one dissentient, that no further action be taken by the federation in the matter.

The proposal of an advisory council was the outcome of a series of sittings of a provisional emergency committee of which Sir Charles Macara, formerly head of the War Cotton Control Board, acts as chairman. This committee concluded that only a drastic line of action could save the cotton industry from a state of affairs which everybody admits to be ruinous, but that existing organizations are precluded by their own limitations from effectively dealing with the crisis. It claimed that only a council consisting of representatives of employers and operatives in the spinning, weaving, and other sections of the trade could possibly suffice, and it proposed that such a council should be armed with powers to control production and to make such a levy on the firms which found it worth their while to take other courses, as for instance producing greater quantities than the council deems wise, as would cover grants to mill owners and operatives who comply with the orders.

There is no conflict as to the serious nature of the situation with which the industry is faced. Careful inquiries in Manchester and big cotton manufacturing towns such as Bolton, Oldham, Blackburn, Preston, Burnley, Stockport, Stalybridge, etc., show that, so far from there being signs of improvement, affairs are getting worse. Bolton, which is the centre of the fine spinning area, has probably suffered least, because it has almost a monopoly, yet heavy losses are privately reported in the American sections of which Oldham is the centre.

Mr. H. Lyneham, one of the best-known cotton men in Oldham, has publicly affirmed that some of the finest mills have lost anything from £100,000 to £250,000. This has been assailed as an exaggeration, but Mr. S. S. Hammett, addressing the Master Spinners' Federation, said: "We have lost an amount of capital computed at £100,000,000."

The idea of an advisory council is as fiercely opposed as it is strongly supported. Leaders like Mr. William Howarth, who, besides being chairman of Fine Spinners' Ltd., is president of the Bolton Masters' Association, hold that control would be fatal to the individual initiative which has made the trade. Mr. John Smith, chairman of a big Stockport concern, contends that wise control alone can save the industry. It is stated that the Emergency Committee intend to pursue their propaganda.—Times.

TOBACCO KING'S ROMANCE.

The retirement of Mr. J. B. Duke as chairman of the British-American Tobacco Company is the result of it is understood, of a fight which has been proceeding for some time between British and American interests. It is reported that the Imperial now controls the British-American Company, by buying up the majority of the stock held by Mr. Duke. Sir Hugo Cunliffe-Owen is to succeed Mr. Duke as chairman of the British-American Tobacco Company. Mr. Duke's career as tobacco king forms one of the romances of commerce. He went to New York from the South 30 years ago a poor man, and started going round the stores selling what he called "Duke's Mixture." A few years later, he formed the first big trust of its kind, the American Tobacco Company, which controls 73 per cent. of the tobacco growing, tobacco producing and cigarette manufacturing firms in the United States. About 1890, he came over to capture the English market. He started a price war by buying up a leading Liverpool company, and in addition to cutting prices started a system of bonuses and premia to retailers. To meet the attack, the English manufacturers, to the extent of some 70 per cent., combined, and a costly price war followed. After a time, Mr. Duke and the late Lord Winterstoke, the head of Wills came to an agreement, under which it was decided that the American interests should keep out of Britain, and the British out of America, while sharing the rest of the world. At the end of the 20 years, Mr. Duke had made more profits out of the American Tobacco Company than either the British-American or Imperial in the same period.

EMPIRE WIRELESS.

The Postmaster-General, on July 23rd, received a deputation of the Empire Press Union on the question of Empire wireless. Introducing the members, Viscount Burham said they were seriously perturbed at the existing state of things in regard to wireless communication throughout the Empire. Sir L. Worthington-Evans, in his reply, reviewed the present position, and expressed the hope that the Government high-power station near Rugby would be in operation within twelve months.

THE S. O. S. SIGNAL.

IMPORTANT NOTICE BY BOARD OF TRADE.

The British Board of Trade has issued the following notice regarding the transmission of the Distress Signal (S.O.S.) to all ship-owners, masters and operators.

It has been brought to the notice of the Board of Trade and General Post Office that the Distress Signal (S.O.S.) may fail to attract the attention of watchers when it is made at the normal rate of signalling (1) in congested areas; (2) at very long ranges on the high seas; and (3) when interference is experienced from atmospheric conditions.

Experience indicates that the prolonged dashes (T.T.T.) which are used when transmitting the Safety Signal laid down by the Safety of Life at Sea Convention are distinctive even when heard in conjunction with other signalling, and the Departments are advised that if special stress is given to the three long dashes (O) in the Distress Signal the difficulty experienced by watchers will be obviated or at least reduced.

The first S.O.S. Signal (T.T.T.) should therefore be transmitted for one minute at a rate of about five words, i.e., about eight repetitions of (T.T.T.) per minute, special attention being given to the sending of long clear dashes.

The attention of all operators is also called to the great importance of obtaining an absolute cessation of all other signalling in the region of the distress signal at the earliest possible moment. The greatest discretion and brevity should be used by all concerned when repeating a distress call or in asking or giving information regarding it.

THE FUTURE OF WIRELESS

Sir John Denison Pender, the Chairman of the Eastern Telegraph Company, at a meeting referred to some length to the question of wireless competition. It is pointed out that the home of wireless telegraphy was at the moment floating a company with a capital of the equivalent of £2,000,000 for the purpose of laying cables between Italy and North and South America while American Companies are also entering into active competition with each other for the laying of larger cables to supplement their existing lines. Germany also was actively engaged in negotiations for relaying the extensive system of cables and extending these he had prior to the war. Shareholders might therefore rest assured, he thought, that the sagacity of America, the commercial instincts of Italy, and the prudence of British and Colonial Governments would not allow them to risk respectively the expenditure of vast sums of capital in cable enterprise unless they were confident that the cable systems of communication all over the civilised world must continue. At the same time the board held the opinion that they should be associated with all classes of telegraphic communication, and with that object they were associated with applications for wireless licences for full-powered stations in Great Britain, India and China.

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MARITIME CUSTOMS TRADE REPORTS.

THE FOREIGN TRADE AT SAMSHUI.

Mr. P. Kremer, Acting Commissioner of Customs at Samshui in his report on the trade of the port in 1922, writes:—

Imports of foreign goods from foreign countries, Hongkong, and Chinese ports, expressed in terms of value, demonstrate the great vitality of this region and show that the producing and purchasing capacity of this country will steadily and rapidly reach its normal conditions, if only internal strife abate sufficiently to allow the inhabitants of this district to revive hope of being one day strangers to suffering and adversity. The net value of foreign imports has risen to Hk. Tls. 5,401,191, an advance of fully Hk. Tls. 2,098,087. This total includes the sum of Hk. Tls. 402,833, representing the value of foreign goods from Chinese ports.

The unusually large importation of kerosene oil from Canton amounted to Hk. Tls. 431,690, or 89 per cent. of the total value. Neither this, however, nor the unduly large consignments of rice required to replenish depleted stocks, affected the revenue of this port; the former article, imported under exemption certificate issued at Canton, and the latter being duty free.

The enormous increase in rice—610,798 piculs—was the result of the "rice junk strike" which has interrupted communication for nearly three months between Canton and the consuming districts. Consequently this port was made the distributing centre in order to maintain commercial intercourse with the neighbourhood and inland markets. Rice crops also suffered from prolonged drought, the yield being reduced by more than 50 per cent. of the usual quantity.

In cotton piece goods, Tachio and Italian are gradually disappearing from the Samshui returns, and venetians and lastings have also dropped to insignificant figures. These decreases are only apparent and are due to a change in its transport from Hongkong to Canton, where merchants are now buying it direct, as it is said to facilitate the financing of orders. Grey or plain shirtings have maintained their former position. Despite their enhanced costs, these articles would appear to be satisfying the wants of the consumers, and sufficient quantity is bought to meet actual demand.

Foreign metals and minerals show an increase in almost every article as compared with last year.

The trade in kerosene oil shows signs of local expansion and calls for special mention. The appearance of American oil in the Samshui returns is accounted for by the Standard Oil Company sending most of its supplies to this district from Canton under West River papers to avoid likin dues formerly paid by them when shipped in vessels plying under Inland Waters Regulations. The decline in Borneo oil is clearly confined to a growing tendency on the part of consumers to use superior American and Sumatra oils, a tendency which is noticeable all over the province. From information kindly supplied by Mr. J. Rasmussen, representative of the Asiatic Petroleum Company, it is apparent that the advance in Sumatra oil is due partly to its use in preference to the increased use made of Samshui as a distributing centre—as well for the West River Stage ports as for the nearby regions of the North River, and the delta—by the Asiatic Petroleum Company, who have had an oil installation at this port since the beginning of 1920. Kerosene oil prices in 1922 were the lowest experienced since 1913, reductions amounting to Hongkong \$1.60 per 10 American gallons unit being registered during the year. Notwithstanding this, however, owing to active military operations and adverse circumstances, although the total import exceeds the previous year's figures by some 650,000 gallons, there has been no increase in the actual trade of the district for the reason indicated above. Unsold stocks up country were also considerably higher at the end of, than at the beginning of, the year.

Paraffin wax rose from 4,100 to 10,235 piculs. There is no doubt that this commodity is obtaining an ever-increasing market, due to its cheapness as compared with the native product, which, as reported in last year's report, continues to be difficult to obtain owing to its scarcity.

The increase in locally made matches exported to West River upper ports, and even to Hongkong and the Straits, has again reduced to more than half the quantity of foreign matches coming in. White sugar arrived in increased quantity, which compared to last year's figures is 12,690 piculs, owing to the shortness of supplies of brown sugar from the Kwangsi province, arising from the fact that Wuchow and the producing places have been the centre of the present struggle during the greater part of the year. The amount of dried fish was greater by 5,161 piculs. This article was correspondingly in demand, but the increase shown is due to the insecurity of railway and waterborne traffic between Hongkong and Canton during July and August, and owing to the difficulty of distribution from Canton, steamers, carried chiefly cargo for Fatsan, and neighbouring districts through this port, thus obtaining foreign status of the commodity for transit privileges.

CHINESE GOODS.

The value of exports abroad and coastwise amounted to Hk. Tls. 1,292,928, showing a decrease of Hk. Tls. 117,925 when compared with the figures of 1921. Exports to Hongkong were valued at Hk. Tls. 608,409 and to Chinese ports at Hk. Tls. 684,519. The decrease of Hk. Tls. 117,925 was accounted for by the exports to Chinese ports being considerably less through domestic trouble. The year has proved a very disappointing one for export duties, especially for those trading with Wuchow and Nanking. The urgent demand during the later months in the Kwangsi province for such goods as cotton cloth, paper, and other necessities, and the lack of steamers available for carrying prevented merchants from exporting their goods and thereby taking advantage of the high prices ruling in the Kwangsi province. Export trade was practically at a standstill for some time, owing to all the Chinese steamers having been requisitioned for military purposes, the only British steamers—three in all—trading between Hongkong, Samshui, and Wuchow also preferring to carry passengers. When the Chinese steamers resumed their regular run, the same difficulty was placed in the way of exporters, shipping companies finding it much more lucrative to carry passengers on the passage up to Wuchow and large quantities of live stock and firewood on their return. Cotton cloth dwindled from 9,478 to 7,549 piculs, buffalo and cow hides from 1,924 to 739 piculs, paper of all kinds from 12,296 to 7,614 piculs, and leaf tobacco from 219 to 34 piculs. While reporting a general decrease of the principal exports, firecrackers and straw bags gained a satisfactory increase; the former by 2,991 piculs, or 87 per cent., and the latter by 43,631 pieces, or 60 per cent. On account of the insecurity of the inland waterways and the extensive commandeering of cargo-boats by the military authorities, the exporters of these commodities have chosen Samshui as the place of export, instead of passing them through the Native Customs at Chentsun or Kongmoon. Chinese matches have advanced from 167,727 to 221,537 gross. The local match factories have been exporting their excess outputs to foreign markets, and for some months a prosperous business was carried on until September, when the trade was somewhat in a state of stagnation owing to over-stock in Hongkong.

A decrease of Hk. Tls. 463,745, or nearly 35 per cent., has to be recorded in the value of imported Chinese produce. The decline is not to be wondered at in view of the depressing circumstances. Liquid indigo fell from 30,325 to 14,744 piculs and brown sugar from 2,018 to 129 piculs. These goods were unable to compete with the foreign imports on account of the high prices brought about by the extra expenditure for conveyance. Among the principal articles, 2nd quality paper showed an appreciable increase from 5,469 to 7,112 piculs. The value of this article at one time even went so high as \$100 per picul at Fatsan, where the stock had become depleted.

THE TRADE AT PAKHOI.

Mr. H. J. Sturges, Commissioner of Customs at Pakhoi, says in his Report on the trade of the port in 1922:—

Direct trade with abroad comprised imports from Hongkong and French Indo-China valued at Hk. Tls. 3,481,596 and Hk. Tls. 357,499 respectively, whereas the values for the previous year were only Hk. Tls. 2,501,821 and Hk. Tls. 11,025. There were no importations coastwise. With few exceptions, importations of foreign goods show marked advances over last year's figures: under cotton piece goods, white shirtings increased from 2,890 to 4,529 pieces, and italians, plain and dyed, 7,604 pieces and 1,747 pieces respectively, show advances of 91 and 298 per cent. Flannelette—a cheap Japanese material—with 10,223 pieces, against 455 pieces, has also increased abnormally, having come into favour for the manufacture of inner and outer wearing apparel. Cotton, yarn mainly Indian, 29,791 piculs, in comparison with 16,336 piculs, has shown steady improvement in response to the requirements of local weavers and demands from up country. Canvas has increased from 24,250 to 30,584 yards, having been more generally used for the uppers of boots and shoes. Hongkong-dyed shirtings and nankeens have decreased consequent upon more extensive use of locally made cotton cloth. Metals of all kinds have increased in the aggregate by 44 per cent.

Under foreign sundries, aniline dyes have made steady progress, as anticipated.

Wheat flour and rice have increased to meet demand caused by failure of local crops and a falling off in supplies from Kwangsi.

Kerosene oil has an advance in the aggregate of 70 per cent., also, incidentally, lamps and lampware have higher figures.

Matches, principally Japan, and soap have both increased, the former by 23 per cent., and the latter by 23 per cent.

Articles showing decreased importations include raw cotton and cigarettes, cigarette smoking does not appear to be very prevalent at Pakhoi.

With the exception of rice and a few sundries, foreign imports in general come from Hongkong.

CHINESE GOODS.

Exports abroad comprised trade with Hongkong and French Indo-China, which amounted in value to Hk. Tls. 1,030,711 and Hk. Tls. 98,340 respectively, in comparison with Hk. Tls. 2,122,478 and Hk. Tls. 86,820 for the preceding year. Exports coastwise—to Hoihow and Swatow—came to a total value of Hk. Tls. 2,150. Appreciable increase is shown under the majority of exports in comparison with last year's figures: live pigs (duty free) numbered 55,623 head, being an advance of 84 per cent., supply having been stimulated by an ever-growing demand and high prices.

Hides and leather have both increased, the former, destined for Singapore, by 63 per cent., and the latter by 52 per cent., also fowlers (duck, etc.), 2,579 piculs, as against 1,213 piculs, show a noteworthy advance.

Wood oil, with 7,641 piculs, and 1st quality paper, 2,599 piculs—which latter has reappeared in our list of exports—are apparently Kwangsi products.

Other articles showing increased figures include groundnut cake, groundnut oil, and fire-crackers.

Fishery products, with the exception of dried prawns, have decreased in quantity, this industry continuing to decline owing to restrictions placed on vessels fishing in Tonkin waters; also, the tax levied locally on salt used in fish-curing is found oppressive.

Export of liquid indigo has again fallen off, consequent upon diminished demand and low price, and farmers are now turning their attention to the cultivation of tobacco in place of the indigo plant.

Leaf tobacco and sugar have also declined; the quality of the latter being inferior; it has not found a favourable market.

The above-mentioned exports have been shipped to Hongkong in general, and only groundnut cake, groundnut oil, and fire-crackers have gone to Tonkin. Owing to want of steamer communication, cargo destined for Chinese ports, with the exception of Hoihow and Swatow, is sent to Hongkong for transhipment, consequently statistics of the coastwise trade are limited.

THE TRADE OF KIUNGCHOW.

Mr. R. Trounce Nelson, Acting Commissioner at Kiungchow, writes:—

There is very little difference this year in the net value of Kiungchow's trade in foreign imports as compared with 1921, in spite of the reduction in statistical figures. This is partly due to lower rates of exchange ruling on foreign markets, the English sovereign having been treated as equivalent to Hk. Tls. 5.14 in January for Customs purposes, against Hk. Tls. 5.63 in the last month of the year. It will, however, be seen from the tables attached that while the demand for Tachio increased against a heavy falling off under white shirtings, importations of plain coloured hatings are 4,000 pieces, against an almost nil quantity for 1921. Yarn-dyed cottons are very popular with the natives of this island and still show up well in spite of a large decrease this year, which, as the tables show, is roughly 200,000 yards. Competition in towels, while not so brisk as in 1921, has been strong enough to keep the Japanese product out of the market now for three consecutive years. Foreign piece goods generally show a want of activity, even reflected under nankeens, or patriotic cloth, in which there appears a reduced import of 1,000 piculs in spite of a slightly lowered valuation. The question of a new form of contract proposed by Manchester tradesmen and bitterly opposed by the Hongkong Chinese Chamber of Commerce is largely responsible, a settlement of which was only arrived at towards the end of the year. The only appreciable increase under cotton piece goods being in woollen and cotton unions, which has troubled its yardage. Demand locally arises from those who wish to wear foreign-style clothes, the use of which is certainly increasing in Hainan and is further borne out by a similar advance under hats and shoes of foreign style, also hosiery.

The tremendous advance in the importation of foreign rice, where the figures show an increase of 47,000 piculs, the total import of which at Hk. Tls. 3 per picul covers about one-twentieth of the net value of our import trade, while due to the general disorder prevailing in the neighbouring province of Kwangsi throughout most of the year, is to be appreciated.

American wheat flour has entirely ousted the Chinese product from the local market in spite of an increase in value, the imports of which exceed the figures of 1921 in its entire import.

Lamps and lampware, largely of German origin, nearly doubled in value and quantity and sell readily owing to their cheapness as compared with other foreign-like commodities.

Competition between Sumatra and American kerosene oil leaves the former even further behind than before, the figures for which range from 2 to 7 in 1919 till they are now 4 to 12 in favour of the American product.

Household stores show an appreciable advance, there being now three recognised foreign-style storekeepers in Hoihow, though the resultant competition has encouraged others to carry on the same trade as a side issue. Our only important trades coastwise are nankeens, in which there has been a very healthy improvement, and paper used for religious purposes mostly and really of Swatow origin.

(Continued at foot of next column.)

PACIFIC SHIPPING.

BIG SHIP COMPETITION.

There is considerable feeling in Japan concerning the ships that cross the Pacific, says the *Japan Chronicle*. The Canadian Pacific boats and some of the American boats are both faster and give better accommodation than the Japanese, and it is felt that this is not as it should be, and there is a constant agitation for the construction of vessels, with Government assistance and guarantee, that shall hold their own against the best of the Empress and Presidents. According to the *Mainichi*, the Department of Communications is considering the strengthening of the services to both North and South America.

The Nippon Yusen Kaisha, it is stated, had under consideration for some time the construction of a fleet of twenty-thousand ton vessels, which would lead in size, but after consideration decided that the best type of ship for the North Pacific is the Empress of Russia, of 18,000 tons net. With four vessels of 17,000 tons on the northern route, the company believes that it need never yield place to any rivals. With these a fortnightly service at eighteen knots could be maintained. The steamers the company has in view will be equipped with Diesel engines.

The Osaka Shosen Kaisha's plans are to construct vessels of 7,500 tons type properly arranged for the emigrant trade. Five steamers would be the ideal number, but even four vessels would be sufficient. The number of voyages are eight a year with a fleet of four steamers, and ten a year with five vessels. With a speed of 15 knots they could reach South America in about 45 days, making the voyage in much less time than at present. These steamers are also to be equipped with Diesel engines.

In answer to inquiries from the Department of Communications regarding their estimate of construction, running expenses, subsidies, etc., the reply were approximately as follows:

N.Y.K.—The expenditure on the construction of the four steamers far exceeds ¥40,000,000, but it is possible to borrow the amount from the Finance Department at the rate of 4.8 per cent. interest. The Company desire to have a subsidy of ¥1,000,000 per ship, or ¥4,000,000 for four vessels. The amount will be appropriated to depreciation, repairs, and insurance of the ships, in which no expenses of running the vessels are included, the Company expecting that the expenses of the steamers can be covered by freight revenue.

O.S.K.—The expenditure on the construction of the four vessels will exceed ¥10,000,000. Being chiefly for the transport of emigrants to South America, no big freight revenue can be expected, and consequently losses will gradually increase, and therefore the Company wish to have a subsidy of ¥3,000,000 per year.

Business generally has been unprofitable, as merchants were unwilling to risk transactions with the interior markets, greatly disturbed by brigands, and the high price of rice—12 cents only for 81, combined with the continuous fall in the price of silver, was rather discouraging to the import trade.

CHINESE GOODS.

The total value of local exports for the year is slightly in excess of the figures for 1921. This increase, however, of about Hk. Tls. 250,000 is accounted for by the unprecedented total for the export of little, roughly 2,000 head in excess of last year, a figure by which this trade has been advancing now for some time. The local government, while restricting this trade where foreigners are concerned, does so to raise a special tax of \$4 per head on all Chinese shipments. This line of business then accounts for one-fifth of our enhanced value in the export trade of the port.

Profits have been best realised in silk fishing-lines, which find a ready market in Japan.

Awabi, generally considered as a Japanese product, though also originating from America, is procurable on the shores of Hainan, and while consumed locally to quite an extent, the export shows a slight advance.

Peninsula, while not up to the figures for 1919, shows an advance of 100 per cent. over 1921. Our figures stand for purely Hainanese trade, and represents one of its principal industries.

The snail trade being a Government monopoly, the advance of Hk. Tls. 135,000 in value under this heading nullifies to a large extent the appreciable increase in our export trade—the producing areas being Cami and Samah Bays.

The production of coconut oil was below the average, but a renewed demand coupled with a reduction in price during the last quarter of the year cleared the local market of its surplus stock, bringing the year's figures 150 piculs in advance.

Business in lichees and dragon's eyes has been very unsatisfactory, while brown sugar, in which there is an increase of 16,000 piculs, did very well during the first half of the year, but, owing to the lack of proper preparation, fell off very considerably in the fall of the year.

Rubber-growing is attempted in the southern parts of this island, the total output of which is estimated at 100 piculs. Shipments are made by junk direct to Singapore, where prices obtained are said to have been about \$30 per picul.

Coffee grown in the western areas of the island is said to have been 80 piculs, and prices were quoted at \$40 per picul, too high to make it a serious competitor with the foreign commodity, though the quality is really very good.

The Chiao Hsing Tin Mines ceased working in June. Local taxation, brigandage, and the complete absence of rapid transport are responsible. The company is reported to have met with serious opposition over road construction, by the natives in its neighbourhood, who destroyed the road as fast as it was laid down in fear that their own means of livelihood would disappear.

RELIEF COMMITTEE FORMED IN HONGKONG. MEETING YESTERDAY AFTERNOON.

A Committee drawn from the Hongkong General Chamber of Commerce, the Chinese Chamber of Commerce, and representatives of the Japanese and American communities has been formed in Hongkong for the purpose of raising and administering in an efficient manner a relief fund for the devastated areas in Japan. The Committee's first meeting was held yesterday afternoon, and all the members were present, viz:—

Hongkong General Chamber of Commerce.—Mr. G. T. Edkins (Chairman), Hon. Mr. A. G. Stephen, Hon. Mr. A. O. Lane, Mr. T. G. Weall, Mr. N. L. Watson, Mr. R. Sutherland and Mr. D. K. Blair (Secretary).

Chinese Chamber of Commerce.—Hon. Mr. R. H. Kotewall, Hon. Mr. Chau Sin Ki, Mr. Li Po Kwai, Mr. Wong Ping Sun, Mr. H. Kwong and Mr. Chan Tin Shan.

Representing the Japanese Community.—Mr. T. Nishiyama, Mr. Y. Taitani, Mr. K. Shima, Mr. I. Kawaguchi, and Mr. S. Okubo.

Representing the American Community.—Mr. W. B. Walker.

Mr. G. T. Edkins, who presided, opened the proceedings by expressing the deep sympathy of the whole of the community of Hongkong with the Japanese in the appalling disaster which had overtaken their nation. The General Chamber had decided to open a Relief Fund, for naturally the Colony desired to render every practicable assistance, and in this the co-operation of the Chinese Chamber, the Tung Wah Hospital, authorities, the American community, and the Japanese community was heartily welcomed. Of course, the Chairman added, the assistance mainly expected from the Japanese community, practically all of whom had sustained severe losses, was by way of advice as to the best methods of giving relief.

The Hon. Mr. STEPHEN cordially endorsed the Chairman's remarks.

The CHAIRMAN said he had no doubt that the Hongkong Government would give substantial assistance.

It was decided to open a Relief Fund at the office of the Hongkong General Chamber of Commerce on Thursday morning.

The Committee authorized the purchase, already completed, of 500 tons of rice to be despatched by the *Empress of Asia* to Kobe in the morning. Acknowledgment was made of the celerity with which Mr. Li Po Kwai, Chairman of the Chinese Chamber of Commerce, had put through this transaction, as a result of which this large quantity was bought at short notice and was loaded on to the *Empress* all through the night.

Incidentally, it was announced that the Canadian Pacific Steamship Co. is making no charge for freight, nor are the dealers for brokerage, and the Canton and Union Insurance Offices are dividing the insurance risk for that charge.

The CHAIRMAN remarked that that was the spirit which, it was hoped, would be exercised throughout.

Pending definite information as to relief bodies established, consignments were undertaken by Messrs. Butterfield and Swire to their Kobe office.

It was decided to approach the local Medical Council and the Naval and Military Authorities, as to detailing medical practitioners to go to Japan.

The possibility was also discussed of the *China* being sent to Japan as a hospital ship.

Mr. T. G. WEALL undertook to intercept a cargo of flour due in Kobe in the next few hours and to devote 50 tons, to be held at the disposal of the Committee. Arrangements were also put in hand for deviating cargoes of flour and tinned provisions now en route from America, in order to get supplies to Japan at the earliest possible moment.

The Hon. Mr. R. H. KOTEWALL undertook to obtain information from Chinese exporters and others of available stores in Hongkong.

It was decided to hold another meeting after the subscription list had been initiated and information had been obtained from the Consul-General for Japan as to what further steps it would be helpful to take.

The CHAIRMAN remarked that although a Mansion House fund had been opened and America was also doing her part, the immediate help necessary would doubtless come principally from Shanghai and Hongkong.

The Subscription List is open at the Hongkong General Chamber of Commerce and will be administered under the auspices of the Hongkong General Chamber of Commerce and the Chinese Chamber of Commerce in co-operation with the Tung Wah Hospital, authorities, the American community and the Japanese community.

HONGKONG GOVERNMENT TAKING STEPS TO HELP.

In an interview with the Colonial Secretary (the Hon. Mr. A. G. M. Fletcher) a representative of the *Daily Press* was informed, yesterday morning, that the Hongkong Government proposes to ask the Legislative Council for a vote of a large sum of money to be devoted to the relief of the distress in Japan caused by the earthquake. The Colonial Secretary explained that the wishes of the Japanese Consul-General were not yet clear as to the best way in which assistance could be rendered, but it is expected that definite details will be outlined at the meeting of the Council this afternoon.

(Continued at foot of next column.)

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council of the Colony is called for to-day at 2.30 p.m.

THE CHIT SYSTEM IN HOTELS.

The Hon. Mr. H. E. Pollock, K.C., will move:—

"That in the opinion of the members of this Council, it is desirable that section 3 of the Liquors Ordinance, 1917, should be repealed."

ORDERS OF THE DAY.

First reading of a Bill intituled An Ordinance to provide for the incorporation of the Trustees of the War Memorial Nursing Home.

First reading of a Bill intituled An Ordinance to prevent certain fraudulent transfers of businesses.

Second reading of the Bill intituled An Ordinance to consolidate and amend the law relating to vaccination.

Second reading of the Bill intituled An Ordinance to authorise the publication of an edition of the Ordinances of the Colony to be known as "The Ordinances of Hongkong, 1844-1923," and to repeal the Statute Law (New Revised Edition) Ordinance, 1911.

Second reading of the Bill intituled An Ordinance to authorize the Appropriation of a Supplementary Sum of One million five hundred and eighty thousand five hundred and ninety-four dollars and seventy-eight cents to defray the charges of the year 1923.

RENTS ORDINANCE CASE.

A KNOTTY POINT FOR DECISION.

An interesting Rents Ordinance case came up for hearing before his Honour the Puisne Judge (Mr. H. H. J. Gompertz) yesterday in the Summary Court.

According to the outline of the case for the plaintiff by Mr. M. M. Watson of Messrs. Johnson, Stokes and Master, his client claimed possession of the ground floor of No. 8 Wing Lok Street. The plaintiff, a Chinese business man, bought the whole of the premises for \$41,000. Under a clause of the sale agreement the vendor agreed to remain on as tenant and give up possession by a certain date now passed and this was done. After the signing of the agreement, however, the Ching Cat bank came in as sub-tenant of the vendor and remained in possession of the ground floor after the vendor himself had gone out. It was against the bank that Mr. Watson claimed an order for possession.

Mr. Watson pointed out that the vendor had agreed to give "vacant" possession. It was admitted, he said, that the reason why the plaintiff bought the premises was that he required "vacant" possession in order to use the premises himself and that was the sole reason why the clause requiring him to give up possession by a certain date was put in. The object was, Mr. Watson admitted, to get outside the Rents Ordinance.

Mr. Watson went on to say that if he would have been entitled to an order against the vendor if the latter were still there he was equally entitled to a similar order against the defendants. He explained that the plaintiffs wanted the premises in order to form a bank and not pay \$41,000 for something he had not got was serious prejudice. "I have now," declared Mr. Watson, "got something I do not want. I have got a house full of a lot of tenants I don't want instead of a vacant one."

Mr. Watson said in conclusion it was clear common law, that the determination of the tenancy as regards the landlord was also the determination of the sub-tenancies. The defendants had not, he argued, become a statutory tenant of the landlord under the statute and the plaintiff was therefore entitled to recover possession.

Mr. M. K. Lo, for the defence, said that the only reason Mr. Watson could give for turning out the defendants was the agreement which, at the time, was not given by a tenant at all. At the time the agreement was made vendor and purchaser had not entered into the relationship of landlord and tenant. Whatever notice to quit was given, was not given to the tenant at that time.

After further argument his Honour reserved judgment in the case.

OFFER OF HELP BY HONGKONG CHAMBER OF COMMERCE.

We have received from the Secretary of the Hongkong General Chamber of Commerce a copy of the following letter:—

"4th September, 1923.
SIR,—I have the honour to inform you that at a Special Meeting of the Committee of this Chamber held to-day the following resolution was unanimously passed:—

"This Chamber learns with sincere regret of the disastrous calamity which has overtaken the cities of Tokio, Yokohama, and surrounding district, and I am instructed to express its profound sympathy with the Japanese and Foreign Communities in the dreadful loss of life and damage to property."

I am to add that this Chamber will be pleased to render any practical assistance for relief of the sufferers that may suggest itself to you.—I have the honour to be, sir, Your obedient servant.
(Sd.) D. G. M. BERNARD,
(Chairman).

S. Takahashi, Esq.,
Consul-General for Japan,
Hongkong.

A PORTUGUESE EFFORT.

On the initiative of the Consul-General a committee of the Portuguese community in Hongkong has been formed for the purpose of sending supplies to their nationals and other victims of the disaster in Japan. Already \$2,000 has been collected, and the first consignment will be sent by the *Empress of Asia* to-day.

EDUCATION BOARD.

PORTUGUESE TO BE TAUGHT AT BELILIOS SCHOOLS.

BUILDINGS FOR BRITISH SCHOOLS.

A meeting of the Board of Education was held at the offices of the Sanitary Board, yesterday. The Hon. Mr. E. Irving (Director of Education) presided over an attendance consisting of the Inspector of English Schools (Mr. E. Ralphs), the Acting-Inspector of Vernacular Schools (Mr. R. A. D. Forrest), the Rev. T. W. Pearce, the Rev. A. D. Stewart, the Rev. Fr. H. Valtorta, Mr. S. W. Tso, Mr. A. F. B. Silva-Netto, Mr. U. Ramjahn, Dr. Wan Man Kai, Mr. B. Wylie, Mr. Dewybiggin, and the Secretary (Mr. Y. P. Law).

The CHAIRMAN informed the Board that the Government had approved of him seeing Mr. Irving with reference to the buildings for the British schools in the Colony. The P.W.D. had more work than they could cope with at present, and the Government's idea was that this work could be carried out by a private firm. He hoped it would be possible to get something actually in hand very soon. In company with Mr. Ralphs he visited the Kowloon British School, recently and their idea was to erect a temporary building with from four to six class rooms. Mr. Savage was to let them know as soon as possible how quickly the work could be put in hand. The rough plans had already been forwarded to the firm, and he expected to hear from them shortly.

The case of the Kowloon British School was the more urgent because they had to make extra provision for the teaching of physics during the present year, and of chemistry a year hence. It had been asked at the last meeting whether any provision had been made for physics, and he was pleased to be able to say that excellent provision had been made. The sums of \$5,000 and \$3,000 having been voted for the purpose. Mr. de Rone, Mr. Ralphs, and the masters of Queen's College were satisfied with these amounts, and, as they were experts on the subject, there was no cause for worry.

The CHAIRMAN added that he had also promised that he would look into the question of the teaching of Portuguese at the Belilios School. In company with the committee appointed by the Board—Messrs. Ralphs, Forrest, and Silva-Netto—he visited the Belilios School the previous day. At the present time there was only one class at the school in which there were sufficient Portuguese children to make it worth to try the experiment. These were the children who would be promoted into Class 5A at Christmas. There were thirteen children in this class, even of whom were present during the Committee's visit, and he was satisfied that they had no education whatever in reading and writing Portuguese. They could not understand such a simple phrase as "Want a fine day?" when spoken in Portuguese. He thought, too, that the parents had not shown a great deal of enthusiasm. They might at least have taught their children to read Portuguese, if not to write it. The situation next year would be that, in a class of about thirty children, one third would be Chinese and learning Chinese, one third would be Portuguese, and the other third would be composed of various nationalities, including Jewish and Rumanian. There was no doubt that a second language should be insisted on in schools ranking as secondary schools: he did not think that in England a secondary school would be strictly regarded as such unless a second language were taught. He was quite prepared, if the Board would recommend it, to commence having those twelve or thirteen little girls taught Portuguese next year, and for the present to do nothing with the remaining third of the class who were neither Chinese nor Portuguese. Eventually, he thought, the whole of the non-Chinese children should be taught a second language, and this would naturally be French. However, they could not go as far as that just yet. He would rather try the present experiment for a year and see if it proved a success.

The CHAIRMAN went on to say he would like to see some criticism in the question shown by members of the Portuguese community. Twelve children was not a very large number to begin an experiment in a school of several hundreds, though he had no doubt that, when it was known that they were teaching Portuguese in the schools, pupils would roll up in their dozens. This being the case, he would propose that they take steps to get permission from the Government to engage an extra teacher and begin teaching Portuguese to the Portuguese girls in Class 5A next term.

Mr. WYLIE seconded the proposal. The Rev. T. W. PEARCE asked Mr. Silva-Netto whether he could inform the meeting with what intent pupils learned the Portuguese language at the St. Joseph's College and other institutions in the Colony.

Mr. SILVA-NETTO replied to the effect that there was a good deal of looseness to learn the language for many reasons, the principal one being that students could take it for a University course. But it was difficult to pass in Portuguese when undergoing the Matriculation examinations after only two years of study, and this was an additional reason why the teaching of Portuguese in the Belilios School was highly desirable.

The proposal was put to the meeting and carried unanimously.

This concluded the public business.

MINISTERING CHILDREN'S LEAGUE.

CHILDREN'S AQUATIC SPORTS.

The Ex-Active Service Men's beach was en fête yesterday afternoon when children's aquatic sports were held there in aid of the Ministering Children's League. Judging by the large numbers who took part in the gathering (there were between two and three hundred people present) it can only be described as an unqualified success and should yield a substantial sum to the deserving cause on behalf of which it was held.

The sports were run by an energetic body of gentlemen from the Peak whose names appear later in this report, whilst Lady Rees Davies, Mrs. A. G. M. Fletcher, Mrs. Butterworth, and Mrs. E. D. C. Wolfe were mainly responsible for organising the afternoon's amusement. The Hongkong Government, the Military, the Chinese Maritime Customs and a number of the large business firms, such as Taikoo Dock, Kowloon Docks, the Hongkong and Shanghai Banking Corporation, Messrs. Jardine, Matheson & Co., Messrs. Lane, Crawford & Co., etc., lent lances to take the spectators and competitors over to Stonecutters. This, by the way, recalls a rather amusing incident. The Government's fine launch *Stanley* was amongst these loaned for the occasion. She was one of the first away from Blake Pier with a distinguished number of passengers on board. The skipper apparently did not know where the E.A.S.M.A. beach was and none of the company on board enlightened him. The launch first of all made for the public beach at Stonecutters, then, finding that was not the right place, the *Stanley* cruised round the island on a tour of exploration until, finally, he made the beach some fifteen minutes later. A number of the other launches followed in the wake of the *Stanley* and cruised round the island in search of the beach.

Evidently a lot of trouble had been taken to make preparations for the swimmers. A lighter, kindly lent by the R.A.S.C., was moored at right angles to the end of the pier, forming an excellent breakwater, whilst two members of the Committee officiated in the water at an improvised floating-post. The pier itself was gaily bedecked with flags, as was also the vicinity of the bathing sheds, which still bear the marks of the recent typhoon. Tea was served under an awning erected over a portion of the E.A.S.M.A. dancing floor, the catering being in the hands of Messrs. Wiseman, Ltd.

Amongst those present at the sports were H.E. The Governor, who arrived at Stonecutters on the launch, *Victoria*, accompanied by his A.D.C. (Capt. Neville), H.E. The General Officer Commanding the Troops (Sir John Fowler, K.C.M.G.), and Miss Lucinda Fowler, Sir William and Lady Rees Davies, the American Consul-General and Mrs. Gale, the Hon. Mr. A. O. Lane, Mr. and Mrs. E. D. C. Wolfe, Mrs. A. G. M. Fletcher, Mr. F. C. Jenkin and Lieut. Conway Hake, R.N.

At the conclusion of the racing the prizes were distributed by Miss Lucinda Fowler, daughter of the General Commanding the Troops and it should be here mentioned that in some cases where a competitor won more than one event, that competitor received only one prize, the recipient in the other case; thus Muriel Blunsdon won the obstacle race for girls as well as the open race for girls, but the former case N. Patton, second home was awarded the prize. The young son of Sir William Rees Davies, who was successful in three events. Cheers for Miss Fowler and the ladies concluded the afternoon's entertainment.

The following are the results of the races, which were all keenly contested:—
No. 1.—Race for Boys (10-15 years of age).—1. T. Neave.
No. 2.—Race for Girls (10-15 years of age).—1. M. Blunsdon.
No. 3.—Handicap Race (Boys under 10 years).—1. Max. Groundwater.
No. 4.—Handicap Race (Girls under 10 years).—1. Doris Hunt.
No. 5.—Handicap Race (Boys between 10 and 15 years).—1. W. Tillery.
No. 6.—Handicap Race (Girls between 10 and 15 years).—1. C. Dixon.
No. 7.—High Dive (Boys).—1. F. Hartley.
No. 8.—High Dive (Girls).—1. M. George.
No. 9.—Cork-Belt Race (For non-swimmers under 8 years).—1. W. Rees Davies.
No. 10.—Nomination Race (Floating numbers).—1. S. Baigent and D. Hunt.
No. 11.—Obstacle Race (Boys).—1. R. Patton.
No. 12.—Obstacle Race (Girls).—1. N. Patton.
No. 13.—Bucket Race.—Beryl Arthur.
No. 14.—Water Derby.—W. Matchin.
No. 15.—Egg and Spoon Race (Ladies).—1. Miss Lewis.
No. 16.—Small Children's Pairs Race.—1. W. Rees Davies and Phoebe Cousland.

THE AQUATICS COMMITTEE.

The following gentlemen served on the Aquatics Committee:—
Director.—Lt. Col. Butterworth, R.E.
Starters.—Mr. Grundy, Mr. May and Mr. Owen Hughes.
Judges.—Capt. Walker and Lieut. Frederick.
Report Centre.—Lt. Taylor and Lt. Carne.

SPECIAL COMMITTEE.

High Dive.—Mr. Grundy and Mr. May.
Obstacle Race.—Lieut. Frederick.
Water Derby.—Capt. Walker and Lieut. Carne.

BATHING COSTUMES

NEW STYLES & COLOURINGS



THE LATEST FROM AMERICA

WOOL, SILK, COTTON & WOOL.

ALSO

A NEW SELECTION OF SMART BATHING CAPS.

LANE, CRAWFORD, LTD.

COTY'S

Parisian Perfume Essences.

Emeraude, Origan, Ambre-Antique, Jasmin & Lilas, etc.

LANE, CRAWFORD, LTD.

ENGLISH COLUMBIA DANCE RECORDS

3253 ROSE OF RIO GRANDE. Fox-Trot DUMBELL	3258 WHEN WILL I KNOW. Fox-Trot DEAREST
3254 BY THE SHALIMAR WITHOUT YOU	3291 HAVE YOU FORGOTTEN ME? SERBA
3255 CHINA BOY (BUDDY)	3259 BUILT A STAIRWAY TO PARADISE

ANDERSON'S

TEL. C. 1322.

Powell Ltd.
TELEPHONE C. 346.

FRENCH SILK FOULARDS

NAVY AND WHITE, BLACK AND WHITE

BROCADED CREPE-DE-CHENE

IN A PRETTY RANGE OF COLOURS

SATIN CHARMANTE

IN THE LATEST COLOURINGS.

NEW ADVERTISEMENTS

NOTICE

I have THIS DAY Taken over the Business of the ESTERLING SHIPPING Co., of 18, Des Vaux Road Central. All Accounts against the "SUN ON" must be presented to me Not Later than the 30th SEPTEMBER, 1923.
J. M. GUTIERREZ, Jr.
[1250]

NOTICE

NOTICE IS HEREBY GIVEN That the Business of the ESTERLING SHIPPING Co., has THIS DAY been transferred to Mr. J. M. GUTIERREZ, Jr. All Accounts against the above named Company to be presented to Mr. J. M. GUTIERREZ, Jr., before the 30th SEPTEMBER, 1923.
J. M. GUTIERREZ, Jr.
D. A. CALDWELL
LAM TONG.
[1253]

H.M. QUEEN WILHELMINA'S JUBILEE

THE Offices of the Undermentioned Companies and Firms will be CLOSED on AFTERNOON of THURSDAY, 6th SEPT., on the Occasion of Queen WILHELMINA'S JUBILEE.
HARDEL MAATSCHAPPY
TRANSNARINA
HOLLAND CHINA HANDELS-
COMPAGNIE
C. F. HUYGEN
JAVA-CHINA-JAPAN LUN.
Hongkong, 5th September, 1923. [1256]

THE ROYAL HONGKONG GOLF CLUB

THE Old Course at FANLING will be Re-opened for Play on FRIDAY, 7th SEPTEMBER.
The Ladies Clubhouse will also be Re-opened on above Date.
SEPTEMBER CAPTAIN'S CUP will be Played for 9th to 10th SEPTEMBER at FANLING.
PROFESSIONAL PAIR COMPETITION will be completed at FANLING instead of Happy Valley.
PERCY SMITH, SETH & FLEMING.
Secretaries & Treasurers.
[1252]

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911

IN THE MATTER OF THE BAPTISTA, YORK & CO., LTD.

NOTICE IS HEREBY GIVEN that the Creditors of the above-named Company, which is being voluntarily wound up, are required, on or before the 28th DAY OF SEPTEMBER, 1923, being the Day fixed for the meeting of the Creditors, to send their Names and Addresses and the particulars of their Debts or Claims, and the Names and Addresses of their Solicitors, if any, to the Undersigned, at 4, QUEEN'S ROAD CENTRAL, Hongkong, the Liquidator of the said Company, and if so required by Notice in Writing from the Undersigned, are by their Solicitors to come in and prove their said Debts or Claims at such time and place as shall be specified in such Notice, or in default thereof they will be excluded from the benefit of any Distribution made before such Debts are proved.
D. M. VIEIRA
Liquidator.
Hongkong, 5th September, 1923. [1254]

S.S. "COMMISSAIRE PIERCE LEONCOQ" SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from ANTWERP and MIDDELSBROUGH, in connection with above steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 15th September, 1923, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 15th September, 1923, or they will not be recognized.
All damaged packages will be examined on Tuesday, the 18th September, 1923, at 10 a.m. by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
R. BODEN FUSHER
Acting Agent.
Hongkong, 5th September, 1923. [1257]

HONGKONG VOLUNTEER DEFENCE CORPS.

PROMENADE CONCERT.

SATURDAY, 15th SEPTEMBER, AT 9.15 P.M.

Admission \$1.

NEW ADVERTISEMENTS

NOTICE

NOTICE IS HEREBY GIVEN that Mr. WONG-IE CHUNG has been duly authorized by the Board of Directors of the KAM HING KNITTING CO. LTD., to act as Manager of the Company during the absence of Mr. WONG KAM FUK, the Manager thereof.
KAM HING KNITTING CO., LTD.
Per WONG KAM FUK, Manager.
[1253]

NOTICE OF REMOVAL

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed.
Hongkong, 10th July, 1923.

DIOCESAN GIRLS' SCHOOL, KOWLOON.

SCHOOL RE-OPENS on TUESDAY, SEPTEMBER 11th, at 9 A.M.
Boarders return September 10th.
Hongkong, 3rd September, 1923. [1248]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 2814 for 30 Shares numbered 55303 to 55332; Certificate No. 4817 for 25 Shares numbered 93851 to 93875; and Certificate No. 4820 for 8 Shares numbered 2463 to 2470 all registered in the Name of GEORGE HOYES have been LOST or DESTROYED, and should these Certificates not be produced to the Company before the 15th DAY OF SEPTEMBER, 1923, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th August, 1923. [1175]

MEDICAL OFFICER

THE POST-MEDICAL OFFICER in the Port of CHINA, China, is shortly falling vacant. Inquiries should be addressed to the Secretary, THE BRITISH MEDICAL Council, Chislehurst.

NOTICE TO CONSIGNEES.

The Steamship "ROSANDRA" FROM TRIESTE, VENICE, SPALATO, BRINDISI, MASSAUA, ADEN AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded, unless notice to the contrary be given before latest, on or before the 28th DAY OF SEPTEMBER, 1923, being the Day fixed for the meeting of the Creditors, to send their Names and Addresses and the particulars of their Debts or Claims, and the Names and Addresses of their Solicitors, if any, to the Undersigned, at 4, QUEEN'S ROAD CENTRAL, Hongkong, the Liquidator of the said Company, and if so required by Notice in Writing from the Undersigned, are by their Solicitors to come in and prove their said Debts or Claims at such time and place as shall be specified in such Notice, or in default thereof they will be excluded from the benefit of any Distribution made before such Debts are proved.
D. M. VIEIRA
Liquidator.
Hongkong, 5th September, 1923. [1254]

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer, "MERIONES" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 4th September.
Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.
No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 10th September, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 24th Sept., or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th September, 1923. [1252]

NOTICE TO CONSIGNEES.

ELLERMAN LINE FROM UNITED KINGDOM AND CONTINENT.

THE Steamship "KASAMA" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-barracks Godowns of Holt's Wharf, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Sept., 1923, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before 17th Sept., 1923, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon, within the free storage period of one week.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hongkong, 4th September, 1923. [1251]

INTIMATIONS

HONGKONG CLUB.

NOTICE

THE THIRD YEARLY DRAWING of 20 DEBENTURES (1923 issue—\$500 each) of the HONGKONG CLUB, Payable on SATURDAY, the 20th SEPTEMBER, 1923, will be held in the Club House at 11 o'clock, a.m. on SATURDAY, the 20th SEPTEMBER, 1923.
Borrowers of Debentures are invited to attend the Drawing.
By Order,
A. H. ABBAS, Secretary.
Hongkong, 2nd August, 1923. [1219]

GREEN ISLAND CEMENT CO., LTD.

NOTICE

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share has been declared for the Half-year ending 30th June, 1923.
Such Interim Dividend will be payable on and after TUESDAY, the 18th SEPTEMBER, at the offices of the Company, where Shareholders are requested to apply for Warrants.
The REGISTER OF SHARES of the Company will be CLOSED from the 7th September, 1923, until the 14th September, 1923 (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
SHEWAN TOMES & CO., General Managers.
Hongkong, 29th August, 1923. [1226]

THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA MEETING will be held on SATURDAY, the 6th, and MONDAY, the 8th OCTOBER, 1923, weather permitting.
Draft Programmes and Entry Forms may be obtained at the RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES.
Entries will Close on Saturday, 22nd Sept., 1923. [1233]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION.

TUESDAY, WEDNESDAY AND THURSDAY, the 11th, 12th and 13th, September, 1923, at H. M. NAVAL YARD Hongkong, and at KOWLOON NAVAL YARD, commencing each day at 9.30 a.m. within an interval from 12 Noon to 1.30 p.m.
OLD AND SURPLUS NAVAL STORES, &c., &c.

Life Boats, Dingies, Whalers, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Life Jackets and Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Curtains, Canvas, India Rubber and Leather Goods, Old Cordage, Canvas Rafts, Old India Rubber, Old Leather, Old Woollen and Linen Bags, Old Ammunition, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead and Gun Metal, Copper and Brass Tubes, Cogs, Sacks, Wood, Iron and Gun Metal Blocks, Lamps, Ganges, Steel Tubes, Old Steel Wire Ropes, Mineral Oil, Chain Cables, Drilling, Slotting and Grinding Machines, Lathes, Planes and Cutter Engines, Tables, Compasses, Checks, Iron Drums, Fold up Lavatories, Oil Packing Cases, Packing, Boards, Old Casks, and a large quantity of Fire Bar Iron, etc.

Lots may be inspected on Monday, the 10th September, 1923.

Also SALE of Old and Surplus Victualing Stores at Kowloon on FRIDAY, 14th September, 1923.
Unserviceable Provisions, Rabbit, Raisins, Clothing and Mess Gear.
Terms of Sale:—As detailed in Catalogue.
HUGHES & HUGHES, By Appointment Auctioneers to the Admiralty.
Hongkong, August, 1923. [1217]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

SHARE AND LAND BROKERS.
No. 8, Des Vaux Road, 2nd Floor.
Telephone No. C. 4306. [1107]

TO LET.

OFFICES in UNION BUILDING—Two Rooms on Fifth Floor.
Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—XL, XS, 880.

LOST on PEAK, Black Smooth-haired SPANIEL PUP. Communicate No. 114, THE PRESS. [131]

TO LET—ONE LARGE OFFICE ROOM. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [132]

WANTED OFFICE CLERK, must be able to Type. Apply PALACE HOTEL. [131]

FOR SALE—Well Built BUNGALOW on the Peak, Flat Roof. Apply—HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [130]

INTIMATION

JOHN DEWAR & SONS, LTD. PERTH, SCOTLAND.

By Royal Appointment to His Majesty The King.

"WHITE LABEL" FINEST SCOTCH WHISKY OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

THE VICTORIA VAT The very finest old SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

SOLE AGENTS—A. S. WATSON & CO., LTD., Wine & Spirit Merchants. PHONE 616.

BIRTHS.

GODFREY.—At New Milton, Hants, on August 27th, to Mr. and Mrs. C. H. GODFREY, a daughter.

PURVES.—At Peak Hospital, on September 5th, to Mr. and Mrs. A. B. PURVES, a son. [1263]

SHARD.—At Chefoo, on August 25th, to the wife of G. E. SHARD, a daughter. [1265]

SLY.—At Yunnanfu, on August 25th, the wife of H. E. SLY, Esq., C.M.G., of a son. [1265]

MARRIAGE.

LAY—MACLACHLAN.—At the Union Church, on September 5th, ALEXANDER HYDE, son of W. G. LAY, Commissioner of Customs, to ELIZABETH, only daughter of J. B. MACLACHLAN, Taikoo Dockyard and Engineering Co., Ltd. [1268]

DEATHS.

BESLEY.—At Kuling, on August 30th, LAVINIA, eldest daughter of Mr. and Mrs. BESLEY, of Shanghai.

GREEN.—Through exposure, at sea, ARTHUR HARVEY GREEN, Chief Engineer of the British steamer *Mylie*, which foundered off the North Saddle at 9 p.m. during the typhoon of August 23rd, 1923.

HARRISON.—At Bradford, England, on July 17th, G. F. L. HARRISON, of Shanghai, son of F. D. HARRISON, after brief illness.

JEFFREY.—In New York, on September 3rd, J. A. JEFFREY, Agent, Hongkong and Shanghai Banking Corporation, New York. [1268]

Hongkong Office: 1A, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 6TH, 1923.

GREAT BRITAIN AND THE REPARATIONS QUESTION.

THE discussions in Parliament on the eve of the adjournment of both Houses till next November with regard to Reparations have enabled the country to see where the Government stands on this question. It is a question which has been talked about for months from almost every conceivable point of view; but now we know better what to expect, or what not to expect, from France as our ally. The situation is one of extreme complexity; the issues are confused, and the future is dark.

While the policy of the British Government is to maintain cordial relations with the French Government—that is to say, to preserve the *entente cordiale*—it is apparent that it is becoming more and more difficult for the two countries to work together. The utmost endeavours have been made on our side to find some basis of agreement whereby a joint answer could be sent to Germany in reply to the German offer as regards Reparations under June 7th, but these endeavours have been made in vain.

The Prime Minister's speech in the House of Commons shows that the French are determined to stay in the Ruhr until, as they say, Germany has fulfilled her obligations in full. On the financial side this means, as M. Poincaré has recently reiterated, payment of the German debt, determined by the Reparations Committee in May, 1921, amounting to £4,800,000,000, a sum which opinion in Great Britain regards as impossible—at all events, unless Germany is given untrammelled control of her industrial resources. But such control is definitely denied her so long as the occupation of the Ruhr is continued. Moreover, the French Government refuse even to discuss the broad question of Reparations until German passive resistance to the Ruhr occupation is abandoned.

The British Government take the view that Germany cannot in present circumstances pay anything approaching a sum that would satisfy the Allied demands; and, that being the case, the time has arrived for re-examining the whole position. The position has changed since the Treaty of Versailles was signed. It is different even from what it was when the Reparations Committee reported. It is changing every day, surely and steadily for the worse, and therefore automatically minimising the hope of any Allied country to obtain Reparations. Germany is "practically bankrupt, and is in grave danger of political disruption. The French are, of course, within their rights when they insist upon having their pound of flesh; but we, also, have claims upon Germany, and, in the opinion of the leading business-men of Great Britain, the chances of ever getting our claims satisfied are rendered negligible by the policy which the French deliberately adopted, and are now pursuing, in the Ruhr.

We have already had by cable the proposals contained in the draft reply to Germany's offer that was submitted by the British Government to our Allies, France and Belgium, to the effect that German capacity to pay ought to be determined by an impartial body of experts in co-operation with the Reparations Committee. The draft went further in an obvious effort to placate French opinion by advising Germany to withdraw passive resistance in the Ruhr.

It is evident that the differences of Britain and France are very deep and wide. Will they ever be reconciled? The optimists for once are at a loss what to say. The pessimists are predicting a rupture between the two peoples so far as the *entente* is concerned. Meanwhile, something will have to be done—at least, that is the British view—to prevent Germany plunging into the pit. The problem before us cannot be evaded. Mr. Baldwin bluntly told the Houses of Commons that, while the Allies might be occupied in exchanging views on details, "the European situation, carrying with it all prospect of the Reparation payment to which the Allies are equally entitled, may sink into irretrievable ruin."

This warning by the Prime Minister received additional force from what Lord Curzon said in the House of Lords. His words should be studied by anybody who may have been led astray by perverted descriptions of the condition of Germany at the present time. "The Government," said Lord Curzon, "saw the situation in the Ruhr deepening in obscurity and gloom week by week, they saw Germany falling to pieces, rotting to ruin, lapsing into irreparable decay, carrying with it all prospects of recovery of reparations; they saw the dark hand of this tragedy clutching at the throat of every industry in this country."

It is interesting to note that the Labour Party in Parliament are practically at one with the Government in this matter. No doubt many were surprised to read the speech of Mr. Ramsay MacDonald, Leader of the Opposition in the House of Commons, supporting the Prime Minister. "No sane man," he said, "could any longer believe that France's object was the recovery of Reparations; her policy was clearly dictated by warlike feelings, and from a military point of view she was now in an unchallengeable position." On the Liberal side of the House Mr. Lloyd George was equally emphatic;

his view being that France means to stay in the Ruhr. The course of the debate in the House of Lords showed that the Peers were under no illusions. Even so prominent a Die-Hard Conservative as Lord Bickenhead suggested that the British Army should be withdrawn from the Rhine and our representative from the Reparations Commission—that, in short, we should wash our hands of further participation in the Ruhr policy as supplied by the presence of British troops in that region.

There were very strong hopes that the Government had a policy for dealing with the situation now that the possibility of working in co-operation with the French must be abandoned, but that expectation seems to be premature. The Government have decided to place the facts, as contained in the various Notes which have been exchanged between them and the Quai d'Orsay, before the bar of international public opinion, feeling confident that the moral sense of the world will endorse the attitude adopted by Great Britain. This is the first step; and beyond doing this no hint is given as to what may or shall be done later on by Great Britain acting alone.

There are not wanting indications that Cabinet Ministers do not all see eye to eye as to ways and means of dealing with Germany, for the British Government, true to British traditions in foreign policy, are out for a settlement in the general interest of the world as well as in the interests of their own country. Therefore, no hasty step will be taken. Before anything further is done the Government desire that the world should understand the facts of the situation as portrayed in the correspondence which has passed between the Allied Governments.

Mr. A. E. Carlton, U.S. Consul at Amoy, has just returned from Home leave in America.

The fund raised amongst the members of the American Community in Hongkong for the relief of sufferers in Japan now amounts to nearly \$2,000.

The police have recovered property to the value of over \$24 in connection with the armed robbery carried out in Nathan Road, Kowloon, on Monday.

The announcement that the Old Course at Fanling will be opened for play on Friday and other information of interest to golfers appears in our advertisement columns.

During the twenty-four hours ended on September 4th there were notified in the Colony three cases of small-pox, three of enteric fever, one of diphtheria, and one of puerperal fever—all of them Chinese.

Mr. Dewitt Clinton Poole, jr., chief of the Russian division in the United States Department of State, has been appointed Consul-General at Yokohama and not Mr. S. J. Fuller, formerly Consul at Tientsin. Mr. Poole is to depart for Japan about October 1st. It is not stated where Mr. Fuller will be appointed.

A Chinese plumber, employed at the Taikoo Dockyard, who was charged at the Magistracy on Tuesday with the theft of a length of wire netting which he hid in the side-car of a motor-cycle owned by Mr. J. Russell, of Taikoo, was sentenced by Mr. Wood to two months' hard labour at the Magistracy, yesterday.

News has been received by cable from New York of the death there of Mr. J. A. Jeffrey, the Bank's Agent, Mr. Jeffrey, who was 62 years of age, had been in the service of the Bank for over 40 years. He had served most of his time in Japan and was last in Hongkong in 1910. In his younger days he was a fine oarsman and represented both Kobe and Yokohama in interport regattas.

The wedding took place at the Union Church, yesterday, of Mr. Alexander Hyde Lay, son of the late Mr. W. G. Lay, late Commissioner of Customs, to Miss Elizabeth MacLachlan, only daughter of Mr. J. B. MacLachlan of the Taikoo Taikoo Dockyard and Engineering Co. A reception was afterwards held at the Hongkong Hotel which was attended by the many friends of the bride and bridegroom. The honeymoon is to be spent in Shanghai.

THE PROPOSED ROUND TABLE CONFERENCE.

DR. SUN YAT SEN WILLING TO TAKE PART.

The following telegram was received by Sir Robert Ho Tung from Dr. Sun Yat Sen yesterday afternoon:—

"Generalissimo, Canton, September 5th, 1923.
"I am prepared personally to meet other Chinese leaders at Conference proposed by you."
Sun Yat Sen."

THE GOVERNMENT AND HOUSING.

THE 40 YEAR LEASE SCHEME.

With reference to the article which appeared in the issue of the *Daily Press*, on the 4th inst., recording an interview with the Colonial Secretary on the subject of Housing under the forty-year leasehold scheme organised by the Government, it should be understood that any person taking up land under this scheme is fully entitled to sell the property at any time, together with the lease. This means that should the lessee have to leave the Colony during his tenancy, he can get rid of his obligations to the Government by selling his property, together with the lease, for whatever it will fetch.

THE EARTHQUAKE DISASTER IN JAPAN.

FURTHER NEWS OF FOREIGN RESIDENTS.

FATE OF EMBASSIES AND LEGATIONS AT TOKYO.

INTERNATIONAL RESPONSE TO THE APPEAL FOR HELP.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

PROMINENT FOREIGNERS REPORTED DEAD.

NAGASAKI, September 4th.
Prominent foreigners reported dead at Yokohama include the American Acting Consul (Mr. Kirjassoff) and wife; the American Vice-Consul (Mr. Jenkins) the American Commercial Attaché (Mr. Babbitt) and family; the French Consul-General (M. de Jardieu); Mr. Tait and Mr. McDougall, of the Chartered Bank; Mr. J. C. Morrison, of the Hongkong and Shanghai Bank; Mr. Morrison, of the Molybdenum Company; and wife; the Rev. Father Le Babey, Dr. Reinhardt and Edwin Wheeler.

The ladies killed include: Mrs. M. E. E. Root, Mrs. Mantel, Miss Carmichael, Miss Komor, Miss Kathleen Robinson, the Misses Salade and Henriques.

SALVATION ARMY LOSSES.

New York, September 4th.
Upon receipt of advices saying that the entire personnel and equipment of the Salvation Army Depot in the heart of Tokyo were lost in the earthquake disaster, Salvationists announced that they are starting a five million dollar Relief Fund on behalf of the Japanese sufferers.

NUMEROUS FOREIGN CASUALTIES.

WASHINGTON, September 4th.
The United States Consul at Shanghai confirms that the casualties amongst foreigners at Yokohama are very numerous.

20,000 SQUARE MILES AFFECTED.

OSAKA, September 4th.
Judging from all available reports, the disaster affected the following ten Prefectures: Tokyo, Kanagawa, Shizuoka, Chiba, Yamaguchi, Saitama, Ibaraki, Nagano, Gumma and Tochigi.

The total area affected was 20,000 square miles, with a total population of 15,000,000. The area includes big cities like Tokyo, Yokohama, and Yokosuka, and foreign tourist resorts like Yamakura, Hakone and Nikko.

FURTHER SHOCKS REPORTED.

LONDON, September 4th.
An Air Ministry telegram from Limassol reports several earthquake shocks at ten o'clock last night and milder shocks at 3 a.m. and 4.30 a.m. to-day.

[BY COURTESY OF THE "DAILY BULLETIN"]

FOREIGNERS AT KARUIZAWA SAFE.

OSAKA, September 4th.
A Briton who has just returned from Karuizawa says that the earthquake was comparatively mild there. It is believed that all the foreigners there are safe.

The foreigners at Kobe are despatching aid to foreign sufferers at Yokohama and Hakone.

[THROUGH REUTER'S AGENCY.]

U.S. SHIPPING BOARD VESSELS FOR RELIEF DUTY.

WASHINGTON, September 4th.
It is declared at the White House that President Coolidge is determined that the Government shall put all its resources at the disposal of the Japanese authorities for the relief of victims. All the Shipping Board's vessels in Far Eastern waters have been ordered for relief duty. The American Red Cross Society is campaigning to raise five million dollars. Subscriptions are already pouring in, and cinemas and theatres throughout the country are co-operating in collecting.

ITALIAN CRUISER TO ASSIST.

ROME, September 4th.
The cruiser Calabria has been ordered to proceed immediately to Japan from Sasebo to give every possible assistance to the Japanese authorities.

MME. PAVLOVA'S CONTRIBUTION.

LONDON, September 4th.
Madame Pavlova intends to contribute the whole of the net takings of her performance at the Covent Garden Opera House on the 13th instant to the Japanese Earthquake Relief Fund.

MANSION HOUSE FUND OPENED.

LONDON, September 4th.
The Lord Mayor announces that he is opening a Mansion House Fund for the relief of Japanese sufferers.

LATEST CABLES.

FURTHER DETAILS OF THE DESTRUCTION.

OSAKA, September 5th.
The *Mainichi* reports that the American Embassy has been burned down, also Baron Okura's residence, the Museum and Reuter's office and manager's residence.

AN APPALLING CASUALTY LIST.

SAN FRANCISCO, September 4th.
According to a wireless message from Admiral Anderson, commanding the United States Asiatic fleet, the latest official reports estimate the number of dead at Tokyo and Yokohama at 240,000 and the injured at 450,000.

REFUGEES ARRIVING AT KOBE.

Hundreds of refugees are arriving at Kobe on board the steamers *Lyonnais*, *Danpola* and *President Jefferson*.

The Oriental and other hotels are already full of foreign refugees and Kobe residents are taking in refugees.

HELP EXPECTED FROM SHANGHAI.

It is hoped that immediate help will be available from Shanghai together with medical supplies, provisions and clothes.

LOSS OF LIFE REPORTS POSSIBLY EXAGGERATED.

SAN FRANCISCO, Sept. 4th.
A better complexion has been put on the disaster by an Iwaki wireless message stating that the Japanese Ministry of Home Affairs estimates that there are 10,000 dead in Tokyo and 100,000 in Yokohama.

CONDITIONS AT TOKYO IMPROVING.

The conditions at Tokyo are improving. The water system has been repaired throughout the capital, and street lighting has been restored in four wards.

Food supplies are arriving from nearby points. Six warships have arrived at Yokohama from Shinagawa with cargoes of rice.

NIPPONGINKO PARTIALLY DESTROYED.

NAGASAKI, September 5th.
Nippoginko has only been partially destroyed. The vault is reported to be intact.

BRITISH ACTING CONSUL AT OSAKA SAFE.

NAGASAKI, September 5th.
The British acting Consul at Osaka, Mr. Butler, has arrived at Kobe safely from Hakone.

FATE OF THE EMBASSIES AND LEGATIONS AT TOKYO.

NAGASAKI, September 5th.
The fires following the earthquake totally burnt the American and French Embassies and the Chinese and Netherlands Legations; destroyed the Italian Embassy, the Polish, Swiss and Czechoslovakian Legations, and partially destroyed the German Embassy. The British Embassy was saved.

UNEASINESS IN MARINE INSURANCE MARKET.

These was an uneasiness in the marine insurance market having regard to the possibility of heavy claims. This was shown by the high rates for re-insurance which some underwriters were prepared to pay in respect of cargo ships believed to have arrived at Yokohama a few days ago.

One underwriter was prepared to accept a premium of 7½ per cent. on locomotives in a steamer known to have arrived in Yokohama at the end of August, but other rates quoted ranged from ten to twenty per cent.

BRISK BUSINESS IN EARTHQUAKE INSURANCES.

LONDON, September 4th.
The Japanese calamity has stimulated business at Lloyd's and created the fashion of earthquake insurances.

Inquiries are flowing in from all over the world, and business has been effected at from ninety pence per cent. for places like Florence and Athens to two per cent. for Japan.

HONGKONG PROPERTY INSURED.

One of yesterday's risks covered related to property in Hongkong valued at £100,000 at ten shillings per cent.

HEAVY FALL IN JAPANESE SECURITIES.

LONDON, September 4th.

There was a heavy fall yesterday in Japanese securities as a result of the disaster at Tokyo and Yokohama. In the city bonds showed falls up to ten points and dealings became virtually a matter for negotiation.

There were dealings in Tokyo electric light scrip as low as 21 discount though buying subsequently led to a rally to 11½ discount.

It is pointed out that if Japan found it necessary to raise loans abroad to finance reconstruction she would not experience any great difficulty in obtaining funds, for her credit and high monetary position are strong.

BUILDING MATERIALS INCREASE IN PRICE.

In view of the potential demands from Japan for materials for reconstruction some of the markets, yesterday, showed a hardening tendency.

NEWS GLEANED LOCALLY.

HONGKONG RESIDENTS ON HOLIDAY IN JAPAN.

We are informed that no news has been received concerning Mr. and Mrs. Templeton, of the Taikeo Sugar Refinery, who are at present in Japan on a holiday tour. No mention is made of Mr. and Mrs. Templeton in the cable which has been received by Messrs. Butterfield and Swire from their Kobe office.

We understand that the Rev. J. Kirk Macdonald (Minister of the Union Church, Hongkong) and Mrs. Macdonald, who are on vacation in Japan, have not been affected by the earthquake, as they were not in its vicinity at the time.

Some fear is felt for the safety of the Rev. Clouston Porri (Minister at the Wesleyan Chapel, Wanchai) and Mrs. Porri, who were on a two-months' tour in Japan. In a letter to a friend in Hongkong, Mr. Porri stated that he and Mrs. Porri were to go to Yokohama and Hakone on a date which corresponds with the earthquake. They were due to return to Hongkong from Yokohama on either the day previous to the earthquake or on the day of the earthquake, but up to yesterday morning no news had been received as to whether they had left Japan or not.

"EMPRESS OF CANADA" AS A HOSPITAL SHIP.

Mr. P. A. Cox, General Agent of the Canadian Pacific Steamship Company, has received no news direct from Japan as to the safety of the *Empress of Canada* or the *Empress of Australia*. He informed our representative, however, that a wireless message had been intercepted by the Naval authorities in Hongkong to the effect that the *Empress of Canada* was proceeding from Yokohama with sick and wounded on board. Her destination was not stated, but presumably it was Kobe.

MINISTERS DROWNED AND PRINCES FATALLY INJURED.

In a message received by the Japanese Consulate-General and issued to the Japanese community yesterday morning, it is stated that three of the Ministers forming the New Cabinet were drowned on September 2nd in the floods shortly after they had been appointed to their offices. They were: Mr. Yamamoto (Minister for Railways), Admiral Takarabe (Minister for the Navy), Dr. Hiranuma (Minister for Justice).

The new Prime Minister, also, is said to have been seriously injured on Saturday during the earthquake. He was in the Japanese Naval Club at the time, and was thrown from the first floor to the ground floor. The message adds that Prince Yamashina and Prince Kaya (of the Imperial Family) were seriously injured and have since died at Karuizawa. Prince Matsukata, one of the Genros, has been injured.

On September 2nd, after the ceremony of the installation of the new Ministers, the Premier was entering the Naval Club when he was suddenly assaulted by several ruffians. He succeeded in escaping from the scene, but later, after the tidal wave, the Premier and the three Ministers referred to above were missing.

A part of the district of Tokyo—namely, Akasaka, Ushigome and Koishikawa—as well as a greater part of Azabu district remain safe.

Thirty thousand people were killed in the Fukagawa district. The town of Odawara was on fire throughout two days and nights. The city of Chiba and the town of Kisarazu (each situated not very far from Tokyo) were totally destroyed.

ROUND THE OFFICES.

The Hongkong office of the Toyo Kisen Kaisha has received news from Kobe that communication between Kobe and Yokohama has not yet been restored but it was understood that all the lower town of Tokyo had been destroyed, including the Marine Insurance Office. The situation in Yokohama is said to be even more serious, no news having been received as to the safety of the President and staff at either Yokohama or Tokyo. It was understood, however, that some of the staff of the Yokohama office had escaped on board the *Korea Maru*. A steamer had been despatched from Kobe to Yokohama with provisions. Communication between Kobe and Yokohama is expected to be opened in a few days' time.

News has been received by Messrs. Jardine, Matheson and Co. to the effect that Mr. O. V. Lanning, of the Yokohama office of the firm, and his wife and family have arrived at Kobe on board the s.s. *Danpola*. They are described as "all well". The message, which was received from Kobe, goes on to state that Mr. F. H. Bugbird (manager of the branch) and Mr. R. G. Bell, also of the same branch, and their families are safe, on board steamers at Yokohama. Only one member of the Yokohama staff is unaccounted for and that is Viel Moss.

The Hongkong office of the Standard Oil Co. of New York received yesterday afternoon the following telegrams from Shanghai:

"In answer to our telegram of yesterday, have received following telegram from Kobe with request to forward it to you."

"Thanks telegram. Yokohama foreign staff safe, excepting one unaccounted, one dead. Yokohama city completely wiped out. Temporary management at Kobe."

ALFRED E. MCGLEW.

Messrs. Dodwell and Company have received a cable from Kobe stating that their Yokohama staff are safe and that they are proceeding to Kobe. No news has been received as to their office or godown property in Yokohama. Our representative was also informed that, so far as was known, the relatives of the staff in Japan are safe. Ward has also been received that Mrs. Syme-Thompson, mother of Mr. Syme Thompson, of Hongkong, has arrived safely in Kobe. At the time of the disaster the Company had no ships at Yokohama.

The Nippon Yusen Kaisha received a cable late on Tuesday night that an eyewitness reported that their Yokohama office has collapsed and that those who escaped on lighters have probably been drowned. The cable adds that no news has been received from the Tokyo office but it is definitely stated that seven members of the staff at Tokyo are safe. The Company is running a special service between Kobe and Yokohama for the purpose of carrying the families of the staff to Kobe and offering relief generally.

Mr. Edkins received a cable from Kobe late on Tuesday night to the effect that the staff of Messrs. Butterfield and Swire's Yokohama branch had arrived at Kobe on board the s.s. *Lyonnais* at 9 a.m. that day with the exception of Mr. McLean, of whose whereabouts nothing was known. The cable goes on to state that the Yokohama office of the firm has been destroyed but that they have managed to save three launches and some lighters (more or less damaged). The cable adds that business is impossible.

The Manager of the Chartered Bank received a cable, dated yesterday, from the Kobe office, reading:—

"A. H. Tait, Yokohama Manager, Chartered Bank, has been killed outright; also Mrs. H. R. Nichol and child (Mr. Nichol is the accountant). Others reported safe. First refugees arrived to-day; report Yokohama entirely destroyed, no buildings standing, fire raging, heavy mortality amongst Europeans. Business conditions in Kobe quiet; no panic."

A cable from Kobe, received via Shanghai this morning by the Chief Manager of the Hongkong and Shanghai Bank, reports that all the staff are now accounted for, and the only member who has lost his life is Mr. Morrison. The first cable reported his death; a later message says he is missing. The Yokohama manager's family is safe. The members of the staff are gradually drifting into Kobe. The Bank premises at Yokohama have been completely demolished.

A telegram has been received from the Union Insurance Society of Canton's Kobe Office that all the European staff at Yokohama—namely, Mr. M. H. Ivy and family, Mr. E. C. Hudson and Mr. M. B. Lake—are safe and proceeding to Kobe by the *Empress of Canada*. No news has yet been obtainable of the Society's Tokyo Branch or staff.

H. P. Sharp and wife arrived at Kobe yesterday, all well. R. C. Edwards also arrived with injuries to the left hand. H. P. Sharp understands Mr. and Mrs. R. T. Wright and daughter, Mr. and Mrs. C. R. Rice and family, and G. Fitzgerald, G. Guinness, J. Caldwell, A. G. Cameron, G. W. E. True are all safe. J. C. Morrison missing.

The P. and O. Company have received a telegram from Kobe to the effect that a wireless message has been received from the s.s. *Danpola*, stating that she would arrive at Kobe on the morning of the 4th inst. The message adds that the ship and crew are all safe. There is as yet no news of the Company's staff ashore.

The Mitsui Bussan Kaisha firm in Hongkong received news yesterday afternoon that none of the staff at the head office in Tokyo are missing but in Yokohama there are six not accounted for. The structures of the buildings in both places are standing, but the interiors have been burnt out.

The Pacific Mail Steamship Company has received a cable from Kobe stating that the Company's Yokohama staff are all safe. It is further stated that the majority of the Europeans at Yokohama are safe, and the survivors are being sent to Kobe. There is no information regarding Tokyo.

Messrs. Thomas Cook and Son have received no news from Yokohama as to the safety of their staff there. Amongst the European staff employed at the Yokohama branch is Mr. C. Mason, who left the Hongkong office recently on transfer.

The American Express Co. have received a wire from their Shanghai office giving information contained in a message from Kobe that the staff at Yokohama are all safe and are taking refuge on the *Empress of Australia*.

The Asiatic Petroleum Company in Hongkong has received no further news of its staff or property in Yokohama. Reuter reports that Mr. A. D. McDougall (sub-accountant) is also dead.

MESSAGES OF SYMPATHY AND OFFERS OF HELP.

EARLIER CABLES.

KING GEORGE'S SYMPATHY.

LONDON, September 4th.
H.M. the King has telegraphed to Baron Hayashi his heartfelt sympathy with the Japanese nation "in the terrible devastating disaster which has befallen your country, bringing with it irreparable loss of life and property."

ENQUIRY BY PRINCE OF WALES.

LONDON, September 4th.
Brigadier-General Trotter, on behalf of the Prince of Wales, called on Baron Hayashi and expressed the Prince's heartfelt sympathy. He specially enquired for the safety of the Prince Regent.

"NOW IS THE TIME FOR HUMAN SYMPATHY."

LONDON, September 4th.
The *Manchester Guardian*, in an editorial comment, thinks that the devastations in Japan, if not over-rated, compare with the war devastations in France. "It seems possible that she has experienced losses of every kind still heavier than those of the Russian War, and without any corresponding enfeeblement of any country which she might be disposed to regard as a formidable neighbour. It looks as if all over and round the Pacific a consciousness of somewhat changed proportions of national strength might soon have to be felt, and with it may come some perceptible modifications of existing policies. Now is the time for the human sympathy of decent men and women in all countries to resolve that if Japan indeed has been gravely weakened, and perhaps temporarily disabled for self-assertion or even self-protection, no diplomatic advantage whatever shall be taken of her misfortune." The paper urges that Japan should be treated during any period of infirmity just as handsomely as if she were in the prime of her strength.

SYMPATHY FROM RUSSIA.

MOSCOW, September 4th.
On behalf of the Soviet Republics, M. Chicherin has sent an expression of deepest sympathy with the people and Government of Japan. The Press declares that the Russian people are profoundly moved by the appalling disaster, and recall the great famine in the Volga Province in 1921. The Government has instructed Vindostok to make all possible arrangements for relief and to offer every assistance to Japanese victims of the disaster.

SYMPATHY FROM FRANCE.

PARIS, September 4th.
M. Millerand has telegraphed to the Emperor of Japan his heartfelt sympathy with the victims, adding that the whole of France feels for Japan in her cruel trial.

SYMPATHY FROM CHINA.

PEKING, September 4th.
The Chinese Government is sending a representative to Shanghai to arrange with the Chamber of Commerce and other bodies for relief measures. The Government is drafting telegrams of sympathy with the Japanese Government and people in their great sorrow. The newly-appointed Charge d'Affaires has been urged to proceed to Tokyo and report to the Government. The American cruiser squadron at Chinwangtao has been ordered to Japan with supplies. The Legations have no news regarding the safety of their nationals in Tokyo.

SYMPATHY FROM INTER-ALLIED DEMOBILISED SOLDIERS.

BRUSSELS, September 4th.
The Conference of the Inter-Allied Federation of Demobilised Soldiers has passed a resolution of profound sympathy with Japan, assuring their Japanese comrades of the Federation's wish to assist them by all means in their power.

LATEST CABLES.

HELP FROM BRITAIN.

LONDON, September 4th.
The British Naval authorities have been instructed to render all possible assistance to the Japanese authorities.

The British Red Cross Society has cabled its deepest sympathy to the Japanese Red Cross Society and enquiring if it can help the sufferers in any way.

General Booth, of the Salvation Army, has cabled money to the Commissioner in Shanghai to start relief work in Japan. Marquis Curzon has conveyed to Baron Hayashi the most profound sympathy of the British Government and has assured him that any help which the British Government could render would be most freely given.

CHINESE CABINET LIFT THE EMBARGO ON RICE.

PEKING, September 5th.
The Cabinet yesterday afternoon agreed to the remission of the embargo on the export of rice in order to facilitate the sending of supplies to Japan.

The Cabinet also voted \$200,000 to the relief of distress in Japan.

ROMAN CATHOLIC CHURCH OFFER NURSING SISTERS.

PEKING, September 5th.
The Apostolic Delegate of the Holy See has communicated with sixty Catholic Bishops in China urging them to support the local Committees being formed to organise aid. He also informed Mr. Yoshizawa that he would gladly place at his disposal a large number of Catholic nursing sisters who had seen service in the Great War.

CHINESE FOREIGN MINISTERS' SYMPATHY.

PEKING, September 5th.
Dr. Wellington Koo has forwarded a telegram to Count Yamamoto conveying the sympathy of the Chinese people and their fervent wishes for a speedy termination of the unprecedented catastrophe.

SYMPATHY FROM HUNGARY.

BUDAPEST, September 4th.
The Premier has sent a message to Count Yamamoto of profound sympathy with the noble Japanese nation in its trials.

FRENCH CRUISER PROCEEDING TO YOKOHAMA.

SASEBO, September 5th.
The French cruiser *Columa* is proceeding to Yokohama and will arrive on Friday.

NEWS BY SEISMOGRAPH.

We notice in the Manila papers of August 30th two messages from America reporting that seismographs registered a big earthquake on August 28th. The earthquake in Japan occurred on September 1st. There has been no news from any source of an earthquake anywhere in the world on August 28th, so that an interesting problem is set the seismologists by these records. The American messages read:—

Tucson, August 28th.
The seismograph of the United States observatory here registered an earthquake lasting for nearly an hour, to-day.

WASHINGTON, August 28th.
The Georgetown University seismograph to-day registered an earthquake, the centre of which is estimated to be 5,000 miles north of here, which lasted from 6.22 to 7.50 this evening.

VISITATIONS.

The following editorial comment which appeared in the *Japan Gazette* recently, prompted by the destruction caused by the typhoon in Hongkong on August 18th, has a strange interest for readers at the present moment, when Yokohama has been suddenly converted into an "immense mass of ruins."

Misfortune, says the adage, never comes singly, and the world is witnessing just now a sufficiently close succession of great visitations to justify the saying at the time and suggest every precaution on the part of the more fortunate. Although the recent typhoon visited Hongkong only for about one hour, the ravages it left in its train were enormous and, their full count is still to come. On Mexico also the force of the great cyclone descended, and it is probable that we have not yet heard the end of its circle of devastating operations. From Burma comes word of terrible floods that have drowned out the southern rice-fields. From Korea tidal waves have taken heavy toll on the Western coast. In distant France forest fires have rendered desolate the entire coast of Var Province, and it is probable that this particular visitation must be in course of being combated and endured elsewhere at this season. Yokohama fortunately is not so exposed to all of these afflictions as some other places, being even sheltered to a certain extent, for instance, from the risk of great tidal waves from its position within the port. But no place is ever absolutely immune from great natural phenomena, and it is wise during the lull to strengthen all the defences and prepare, so far as may be, for the future. Without regarding such visitations in any way as unnatural or taking of them an alarmist view, it is only prudent to consider their admonitory value—to remind us, in the toll of many lives suddenly cut short, of the wisdom of such often neglected precautions as strengthening of material construction, insurance and the disposition of worldly and spiritual affairs. It is customary to deplore the misfortunes of others, forgetting the common lot and the liability of each one of us, but at the same time it is not unprofitable to be reminded occasionally that it is always the unexpected that happens.

(Other Cables on page 8).

TROUBLE OVER A CAR.

MR. H. A. LAMBERT'S CHAUFFEUR IN COURT.

A Chinese chauffeur in the employ of Mr. H. A. Lambert was charged at the Magistracy yesterday morning with cutting and wounding the No. 1 letter employed at the Exile Garage, Praya East.

It was alleged that the defendant went to the garage to see about a car of Mr. Lambert's which was supposed to be ready. It was not ready, and trouble ensued. Defendant quarrelled with the complainant, and it was alleged, went back to the car and secured a dagger hidden there. With it he stabbed the complainant, inflicting a slight wound.

Mr. R. E. A. Webster, appearing for the defence, alleged that when the defendant went to the garage to see about the car a row occurred, and the complainant was backed up by his folk who were armed with hammers and spanners. Complainant struck the first blow, and in his fright it was quite possible the defendant stabbed him. The fact remained, however, that complainant was the aggressor. The case was remanded.

VOLUNTEERS FINED.

Mr. W. B. Hind and Mr. P. S. Nightingale were summoned to appear before the Magistracy yesterday morning for failing to pay fines of \$25 each, levied upon them as members of the Volunteer Defence Corps for failing to attend the requisite number of drills during the year.

Captain E. C. Cross prosecuted on behalf of Colonel Bird. Mr. Hind did not turn up in an appearance. In reply to the Magistrate (Mr. J. R. Wood), Mr. Nightingale said he was willing to pay the fine, right away, and on this understanding he was discharged. Mr. Hind will be further communicated with.

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CABLES.

(Continued from page 7.)

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]THE CRISIS IN EUROPE.
ANXIETY IN ATHENS REGARDING
LEAGUE DECISION.

ATHENS, September 4th.
Great anxiety is felt with regard to the decision of the League of Nations in the Greco-Italian dispute. It is understood that in view of the meeting every evening, besides the sum claimed by Italy—\$5 million lire, the cost of the Italian disembarkation at Corfu and 1,700,000 lire to meet daily cost of the occupation—will be held at the disposal of the Greek delegates at Geneva.

EARLIER CABLES.
MUSOLINI THREATENS WITH-
DRAWAL FROM L.O.N.

ROME, September 4th.
At a Cabinet meeting Signor Mussolini declared that it was absolutely inadmissible that the League of Nations should undertake the settlement of the Italo-Greek dispute. The Italian delegation at tomorrow's meeting of the Council of the League would maintain that the League was absolutely incompetent to judge a question which was outside the clause invoked by Greece. Should the Council nevertheless assert its competency, Italy would solve the problem by withdrawing from the League.

Referring to foreign comments, Signor Mussolini remarked: "Italian public opinion is doubtless profoundly surprised and grieved by the attitude of such a large section of the British Press. I hope this burning lesson in political realism will decisively cure Italy of the malady of conventional phrases."

LEAGUE INTERVENTION: GREEK
DELEGATE'S PROPOSALS.

GENEVA, September 5th.
The Council of the League has issued a statement contending that the Military Governor at Corfu is responsible for the deaths of the innocent victims because the casualties occurred within the fortress, where troops were reported billeted, and the Governor had declared he would resist the landing force and had been warned that fire would be directed at the military objectives.

Lord Robert Cecil's insistence on the Greek delegate, M. Politis, being heard led to Italian protests.

M. Politis was finally allowed to submit written proposals, namely that the Council should appoint one or more neutral representatives to superintend the judicial enquiry and trial of the accused, and assist the Commission of Enquiry. The Council should also instruct a Commission, to be composed of one Greek, one Italian and one neutral judicial authorities, to meet as soon as possible at Geneva with a view to deciding the amount of the indemnities to be paid to the families of victims. The Greek Government is depositing forthwith in the Swiss Bank 50,000,000 Italian lire as a guarantee of immediate payment of whatever indemnities are fixed. The feeling in League circles is much easier in consequence of M. Politis' proposals.

LATEST CABLES.

OUTLOOK FOR BRITISH
INDUSTRIES.

HARD WINTER AHEAD.

Summarising the series of reports from the principal producing centres, the Federation of British Industries concludes that the outlook for British industry during the coming winter is certainly worse than it was last year. The report declares that the state of Europe is the dominant factor. The uncertainty of rates of exchange discourages foreign buyers, and this results in restricted export, which is reacting on Home trade. The report shows an improvement in one or two branches, notably the metal trades, but generally it predicts the hardest of a succession of bad winters.

APPREHENSION OF
CRIMINALS.
INTERNATIONAL CO-OPERATION
LIKELY.

VIENNA, September 4th.
Crossing frontiers will not offer a criminal the old-time sanctuary if the nations ratify the resolutions passed at the International Police Congress, at which most countries, including America, were represented.

The resolutions aim at speeding up international co-operation for the apprehension of criminals, the establishment of a Central Police organisation, with centres in all countries, and the institution of international co-operation by the Police without the necessity for using diplomatic channels.

PRINCE OF WALES VISITS
CANADA.

LONDON, September 4th.
Without ceremony the Prince of Wales, travelling as Lord Renfrew, left Waterloo this morning for Southampton in order to embark on the Empress of France for Canada on a private visit to his ranch.

EX-POISNE JUDGE'S ESTATE

LONDON, September 5th.
The late Mr. Alfred Gascoyne Wise, ex-Poison Judge of Hongkong, has left estate valued at £26,145.

ST. LEGER PROBABLES.

LONDON, September 4th.
Following are the St. Leger probables:
Becken J. J. Brennan
Hold and Bad Frank Bullock
Cos G. Smith
Doric C. Childs
Eastern-Monarch C. Elliott
Ellangowan Victor Smyth
Lighthouse J. Leach
Parth Carlisle
Papyrus Donoghue
Solumeno T. Burns
Two-pointer T. Weston
Tranquil H. Hume
Teresa G. Richards
Toyotama Archibald
Town Guard Jelliss
Wynwood Jelliss

EARLIER CABLES.

LEAGUE OF NATIONS.
NEW OFFICERS ELECTED.

GENEVA, September 4th.
The Assembly of the League of Nations elected M. Motta, of Switzerland, Chairman of the Committee on legal questions instead of Signor Scialoja, last year's Chairman. This is regarded as a demonstration against Mussolini's attitude in the present conflict. The six Vice-presidents elected include Lord Robert Cecil, Viscount Ishii and M. Hanotaux. Lord Robert Cecil received 42 out of 44 votes.

THE TROUBLE AT TRIPOLI.
FIFTY REBELS KILLED.

ROME, September 4th.
A message from Tripoli says that fifty rebels were killed on August 31st in an encounter with Italian native troops south east of Mitlenavnehalla. The rebels fled, fifty or more of them being killed or wounded.

RUSSIA CONSERVING GRAIN.

HELSINKI, September 4th.
The semi-official announcement from Moscow that it has been decided to prohibit all export of grain is considered as surprising in view of previous statements that large quantities of grain had already been collected at various ports. It is stated that the harvest in Northern and Central Russia will be late.

FURTHER FALL IN MARKS.

LONDON, September 4th.
Marks slumped to seventy millions.

HOME CRICKET.

FINAL POSITIONS OF COUNTIES.

LONDON, September 4th.
Sussex secured a lead on the first innings over Warwickshire at Brighton. Sussex's scores were 181 and 233, the amateur A. J. Holmes compiling an innings of 102. Warwickshire were dismissed once for 157, A. E. Gilligan obtaining 4 wickets for 32 and Bowley 4 for 20.
At Taunton, Yorkshire defeated Somerset by seven wickets. Somerset's first innings realised 134, Young being responsible for 65. Macaulay took 4 wickets for 47 and Kilner (Roy) 4 for 40. The second innings added 124 runs. Macaulay this time securing 5 wickets for 65 and Kilner (Roy) 3 for 20.
Hampshire, at Cardiff, led Glamorgan on the first innings. Brown (Hants) knocked up 120.

FINAL POSITIONS.

The final positions in county cricket championship are as follows:—
Yorkshire 55.80 per cent.
Nottingham 55.00
Lancashire 50.00
Surrey 38.23
Kent 35.55
Sussex 32.63
Hampshire 33.22
Middlesex 40.90
The first eight counties last year were:—
Yorkshire, 73.79; Nottingham, 71.33; Surrey, 68.85; Kent, 63.70; Lancashire, 56.42; Hampshire, 54.81; Middlesex, 50.90; Essex, 42.72.
Since the War the championship has been won by:—1910—Yorkshire; 1920—Middlesex; 1921—Yorkshire; 1922—Yorkshire.

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Sold everywhere. Sole Importers, British Agents: F. H. & J. W. & Co., Ltd., 10, Abchurch Lane, London, E.C. 4.
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that will not forever stay
capture in pictures TO-DAY

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want. Let us
& Co. show it to you.

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MIRTH.IN THE ILLUMINATED GROUND
OF THE K.C.C.

SATURDAY, SEPT. 8th.

AT

9.15 p.m.

Admission \$1.00

by Permission of the Government.

The proceeds of the Concert will be given
to the Japanese Earthquake Disaster Fund.
[1935]

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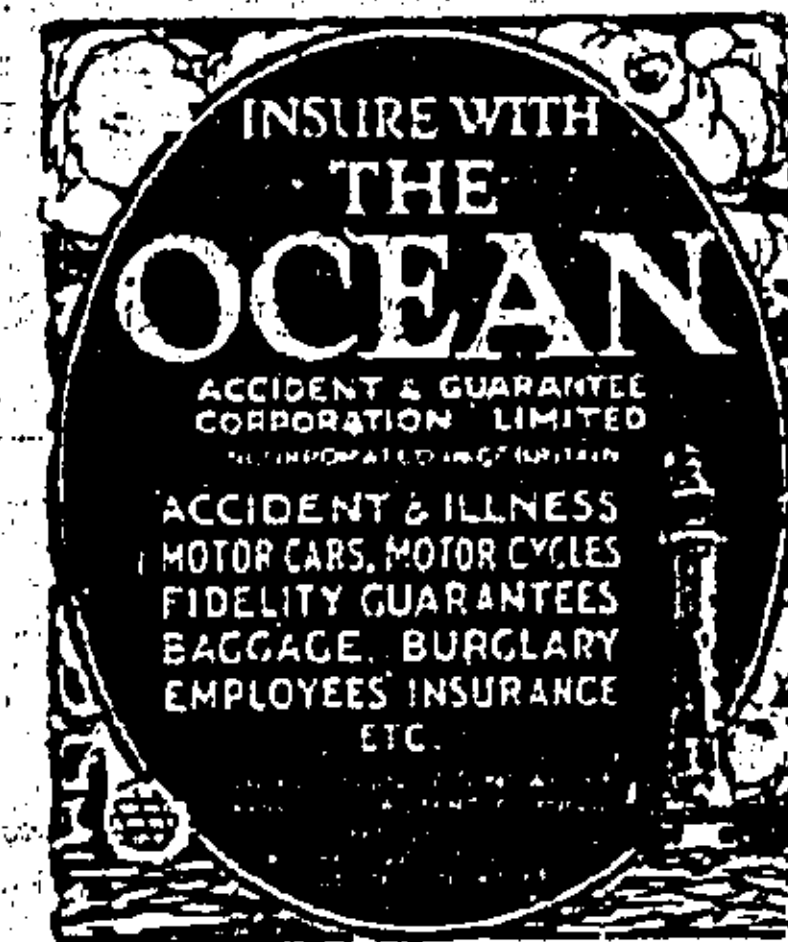
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[1935]

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Steamers	Tonnage, d.w.	Arrival
*Adolf von Baeyer ...	9,000 tons	First half of October
*Emil Kirdorf ...	9,000 tons	First half of November
*Schoer ...	12,300 tons	
*Albert Vogler ...	9,000 tons	First half of December

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Albert Vogler ...	9,000 tons	18th Sept. Calling at Manila
*Carl Legion ...	9,000 tons	20th Oct. do.
*Adolf von Baeyer ...	9,000 tons	
*Emil Kirdorf ...	9,000 tons	
*Schoer ...	12,300 tons	

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OUR LONDON LETTER

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 7th.

WORK OF THE SESSION.

The past Session of Parliament has been marked by good progress with domestic legislation. Much time was occupied with foreign affairs; but, despite this, several useful measures were passed. In this connection it is pleasing to note that for the first time for some years the private Member has made his presence felt.

Among the measures passed on the initiative of Back-Benchers are the reform in the law of divorce enabling a woman to obtain her freedom on the score of her husband's adultery alone, the revision of the legitimacy law so that children born out of wedlock will be legitimated by the subsequent marriage of the parents, and assistance for cotton development. Lady Astor, also, was able to get her Bill through to prohibit the sale of intoxicating liquor to young persons under the age of eighteen, though the Government in the end gave her facilities for her legislative effort. It is all to the good that the private Member has been able to do these things, because, as the *Times* aptly says, "the greater the prestige of the private Member the more widely will the beneficent power of Parliament be appreciated in the constituencies."

Another point of interest is the way the Labour Opposition has settled down during the Session. At the outset a section of the Party, notably the truculent group from the Clyde, imagined that they would make the working of the Parliamentary machine impossible; they declared to discredit Parliament in the country as a means of furthering their own ends. But they have found their level, and, except for an occasional "scene," their power has been negligible. Otherwise, the Labour Members have shaped well.

NEWSPAPERS AND DIVORCE.

The report of the Select Committee on the Bill to regulate reports of divorce cases or similar proceedings is in favour of limiting what may be printed in the newspapers to the names, addresses, and descriptions of the parties and witnesses, the formal "pleadings" on both sides, points of law, and the Court's decision upon them, the judge's summing up, and the jury's findings. The maximum penalty proposed for a breach of the proposed law is £500. On the whole, the Committee have given their report in favour of rather more publicity than was originally proposed when the Bill left the House. The first intention was to allow publication only of the names and addresses and the result. The judge's summing up was ruled out.

Generally speaking, newspaper comments on the limitation of divorce reports are in agreement with the new departure. The need for curtailment has long been obvious. There are papers which live on the publication of what may be called the indecencies of the Divorce Court. They omit no details. A cynic dismissing the foibles and weaknesses of human nature would have something to say on the fact that a vast public revels in garbage. There is a certain Sunday paper which makes a special feature of reporting at length everything in the Courts all over the country which contains a story of a lapse from the moral code, and it has a circulation of over two million copies per issue.

Reputable journals are at a disadvantage compared with others when it comes to presenting a report of a sensational divorce case. The latter, with no reputation to lose, "give the public what they want," to quote a maxim of the late Lord Northcliffe, and every man with a sense of ordinary decency would like to see a check placed upon such undesirable activities. This the proposed Bill will do if it is passed, as seems likely, by placing all newspapers on an equal footing in the Divorce Court. There is no question here of encroachment on the treasured liberties of the Press in the wider sense. THE "CLARION."

Reference to newspapers suggests the note that this week *The Clarion* will be published for the last time. It was started in 1891 by Mr. Robert Blatchford when he left the *Sunday Chronicle* at Manchester, and with the assistance of his friends, Mr. A. M. Thompson (who wrote under the pen name of "Dangle") and Mr. Edward Fay ("the Bounder"), gave the world the pure gospel of Socialism in an intensely human and a very delightful literary form. *The Clarion* was read for its wit and humour by people who detested its policy. It is hardly saying too much to say of the *Clarion* that it was more responsible than any other single agency for the present vogue of Socialism and the strength of the Labour party. But for the last ten years the paper has failed to pay expenses; and now, as Mr. Blatchford puts it in a valedictory article: "We have had to hoist the signal 'Abandon ship.'"—H.B.

ECONOMIC RECOVERY OF NEW ZEALAND.

Addressing a conference of farmers on July 18th, Mr. Massey, the Prime Minister, said that New Zealand had recovered remarkably because the farmers had sought to remedy the depression by hard work.

The value of exports for the year ending in June had amounted to £27,000,000—double the value for 1912, when Mr. Massey took office. Last year the country, instead of increasing its debt, had reduced it by a million and a half. The debt remained heavy, but the assets were considerable and increasing in value.

SIR JOHN LE SAGE.

SIXTY YEARS' WORK IN FLEET STREET.

The *Daily Telegraph* announced on June 30th the resignation of Sir John Le Sage from the managing editorship of that journal.

Sir John has not only won the affectionate regard of all connected with the great paper for which he has worked so ably and devotedly for sixty years (says *The Times*), but the whole profession of journalism have long regarded him with special pride and admiration.

Sixty years ago Le Sage joined the reporting staff of the *Daily Telegraph*, which soon became the pioneer of the penny daily paper. His memories of the American Civil War, the Crimean, and the Mutiny, the Second French Empire, the rise of the middle classes, Palmerston and Lowe and Gladstone, the Tichborne claimant in the dock, Paris in the throes of the Commune, Stanley's journey across Africa, Gordon at Khartoum, and much else form almost an epitome of the Victorian Age. Forty years ago he was editor, in command of a brilliant staff which included such men as Edwin Arnold, G. A. Sala, Joseph Bennett, Kingston, Lawley, Clement Scott, and Greenwood. The Great War seemed to give him a new lease of life and energy, and his services to his country in the struggle, as well as his past distinction as a working journalist, brought him the honour of knighthood in June, 1918. He is now 80, and he takes with him into his well-earned retirement the hearty esteem and admiration of the profession which he has so long adorned.

In a leading article the *Daily Telegraph* says:—

"No newspaper has ever had a more devoted and single-minded guardian of its highest interests, which is to say, that the British public has never had a more faithful servant. A sound intuitive knowledge of human nature, fortified and confirmed by long experience, made his judgment generally sure on even the most difficult question of the day. His journalistic instinct guided him almost unerringly to the sound and safe conclusion; he believed in the middle-class opinion of the man in the black coat; the wider electorate of these latter years never drew him away to the worship of their new idols in their newer market-places. Sir John Le Sage leaves behind him in Fleet Street, which has seen his daily passing for sixty years, a name for hard work, for loyalty, for steadfastness, for robust national patriotism, for an understanding of the popular mind, and for a whole-hearted devotion to the dignity and fame of the profession of journalism which will long endure."

MESSAGE FROM THE KING.

Sir John Le Sage has received the following message from the King, through his Majesty's Private Secretary, Lord Stamfordham:—

BUCKINGHAM PALACE.

June 30th, 1923.

Dear Sir John Le Sage,

The King learns with regret that, after over sixty years' connection with *The Daily Telegraph*, you are now retiring.

Your record must surely be unique in the world of journalism, and I am commanded by his Majesty to wish you many years of happiness and good health in your well-earned rest.—Yours very truly, STAMFORDHAM.

POWERFUL NEW LIFEBOAT.

Now Brighton and the Mersey in England now possess the most powerful motor lifeboat in the world.

Sixty feet long, and possessing two 60-horse-power engines, the new craft is practically unsinkable, having as many watertight compartments as a modern battle cruiser. Her engines are proof even against the flooding of the engine-room.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

HAIPHONG via HOIHOW	SUBJECT TO ALTERATION.	Friday, 7th Sept. 8 a.m.
NEWCHANG via SWATOW	"LOKSANG"	Friday, 7th Sept. Noon.
SHANGHAI via SWATOW	"CHUNSHANG"	Saturday, 8th Sept. 3 p.m.
BANGKOK via HOIHOW	"WINGSANG"	Saturday, 8th Sept. 3 p.m.
MANILA	"FOOSHING"	Sunday, 9th Sept. Noon.
SHANGHAI via SWATOW	"CHAKSANG"	Monday, 10th Sept. 2 p.m.
BANGKOK via SWATOW		
TSINGTAU via SWATOW	"WAISHING"	Wednesday, 12th Sept. Noon.
SHANGHAI	"HINSANG"	Wednesday, 12th Sept. 1 p.m.
SANDAKAN	"KUTSANG"	Friday, 14th Sept. 3 p.m.
STRAITS & CALCUTTA	"CHIPSANG"	Saturday, 15th Sept. 5 p.m.
TIENTSIN	"HOSANG"	Tuesday, 25th Sept. Noon.
KORE		

CALCUTTA LINE—This line affords regular sailings to Calcutta, Fozzang and Singapore, returning from Calcutta steamers proceed via Burma and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

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HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Hoihow when intermediate calls.

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BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"GLENLUCE"	10th Sept.	"GLENSANDA"	16th Sept.	Genoa, London, Rotterdam and Hamburg.
"GLENOGLE"	28th Sept.			
"GLENARTHERSHIRE"	6th Oct.	"PEMBROKESHIRE"	26th Sept.	London, Rotterdam and Hamburg.
"GLENAMOX"	22nd Oct.			
"GLENAPP"	5th Nov.			

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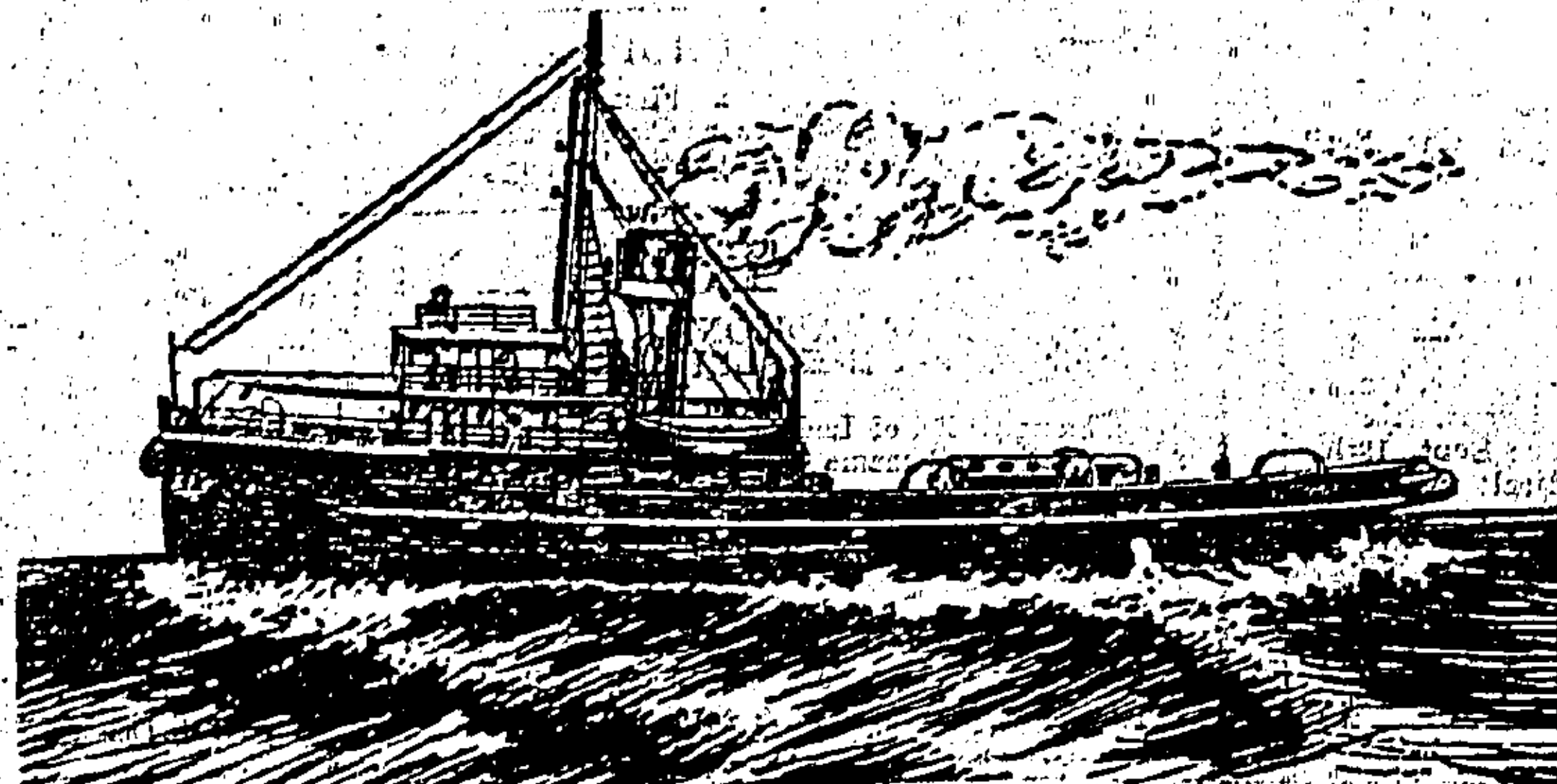
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s.s. "KANYO MARU No. 1" ... on or about 6th Sept.
For KRELUK via Swatow & Amoy
s.s. "TAKWA MARU" ... on or about 8th Sept.
For further particulars, please apply to:-

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SHIPPING NEWS

ARRIVALS.

September 4th.

Bundeng Maru, Japanese str., 2,350 tons, Capt. K. Morita, from Moji, with a general cargo.—N.Y.K.

Hok Canton, Chilean str., 988 tons, Capt. Leung Long, from Kwang Chow Wan, with a general cargo.—Hong On & Co.

Kanchow, British str., from Canton.

Sunning, British str., 1,750 tons, Capt. H. A. Wavell, from Shanghai and Amoy, with a general cargo.—B. & S.

Wuhs, British str., from Canton.

September 5th.

Cheongshing, British str., from Canton.

C. P. Leocay, French str., 1,283 tons, Capt. Larirala, from Saigon, with a general cargo.—M.M.

Hop Sang, British str., 1,356 tons, Capt. N. W. Van Cartlandt, from Bangkok and Swatow, with a general cargo.—J. M. & Co.

Isinhang, Chinese str., 1,258 tons, Capt. A. R. C. Newburgh, from Tientsin and Lunkow, with a general cargo.—C.M.S.N. Co.

Hupei, British str., 1,205 tons, Capt. R. Haynes, from Shanghai and Swatow, with a general cargo.—B. & S.

Kuangchow, British str., 1,572 tons, Capt. C. Plunkett Cole, from Bangkok and Swatow, with a general cargo.—R. & S.

Kuangchow, Chinese str., from Canton.

New Mathilde, British str., 942 tons, Capt. J. H. van den Berg, from Hainan and Hoihow, with a general cargo.—Yik Tai S.S. Co.

Pharos, British str., 1,188 tons, Capt. H. C. Kiddle, from Hoihow, with a general cargo.—Cheong Yue S.S. Co.

President Grant, American str., 3,405 tons, Capt. M. M. Jensen, from Manila, with a general cargo.—Admiral Oriental Line.

Tjundary, Dutch str., 5,013 tons, Capt. J. P. Scholten, from Batavia, with a general cargo.—J.C.J.L.

Trieste, Italian str., 3,325 tons, Capt. G. Prusavanto, from Shanghai, with a general cargo.—Dudwell & Co.

Wingsing, British str., 1,517 tons, Capt. J. V. Simpson, with a general cargo.—J. M. & Co.

CLEARANCES.

September 4th.

Kanchow, for Amoy.

Lushan Maru, for Shanghai.

Shao Lung, for Chinwangtao.

September 5th.

Amakusa Maru, for Swatow.

Bundeng Maru, for Batavia.

C. P. Leocay, for Shanghai.

Cheongshing, for Weihaiwei.

Chongwa, for Canton.

Empress of Asia, for Shanghai.

Huichow, for Weihaiwei.

Kaiping, for Pakhoi.

Nahyo Maru No. 1, for Hoihow.

Nipai, for Sebatik.

Pasai, for Newchang.

Ryusho Maru, for Hongay.

Singalee, for Canton.

Sunning, for Canton.

Togo Maru, for Hongay.

Trieste, for Singapore.

Tungshing, for Swatow.

Vinhelon, for Singapore.

Winghong, for Hongay.

Wuhu, for Saigon.

SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. *Maecordia* left Shanghai for this port on the 4th inst., at 3.30 p.m., and is due here to-morrow (the 7th inst.) at about 10 a.m.

The Admiral Oriental liner *President Grant*, arriving at this port on September 5th, is due to sail for Seattle and Victoria via Shanghai, Kobe and Yokohama on Friday (September 7th) at 10 a.m.

The Admiral Oriental liner *President Madison*, from Seattle and Victoria via Yokohama and Kobe, arrived at Shanghai on September 4th, and sails from that port for Hongkong this morning, departed from Yokohama a day before the earthquake occurred.

The R.M.S. *Empress of Asia* (Capt. L. D. Douglas, R.N.R.), Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai (Woozung), Nagasaki, Kobe and Yokohama at noon 40-day (Thursday). The call at Yokohama is liable to be cancelled.

VESSELS EXPECTED.

Angers (M.M.), due Sept. 25th.

Belitophon (Blue Funnel), due Sept. 6th.

Bendleych (Ben Line), due Sept. 20th.

Bendley (Ben Line), due Sept. 10th.

Cordillera (M.M.), due September 11th.

Elpenor (Blue Funnel), due Sept. 12th.

Empress of Canada, due September 10th.

Karman (P. & O.), due Sept. 6th, 7 a.m.

Persia Maru (T.K.K.), due Sept. 7th.

Phenix (Blue Funnel), due Sept. 16th.

President Madison (Admiral Oriental), due Sept. 8th.

Siberia Maru (T.K.K.), due Sept. 6th.

Suna Maru (N.Y.K.), due Sept. 13th.

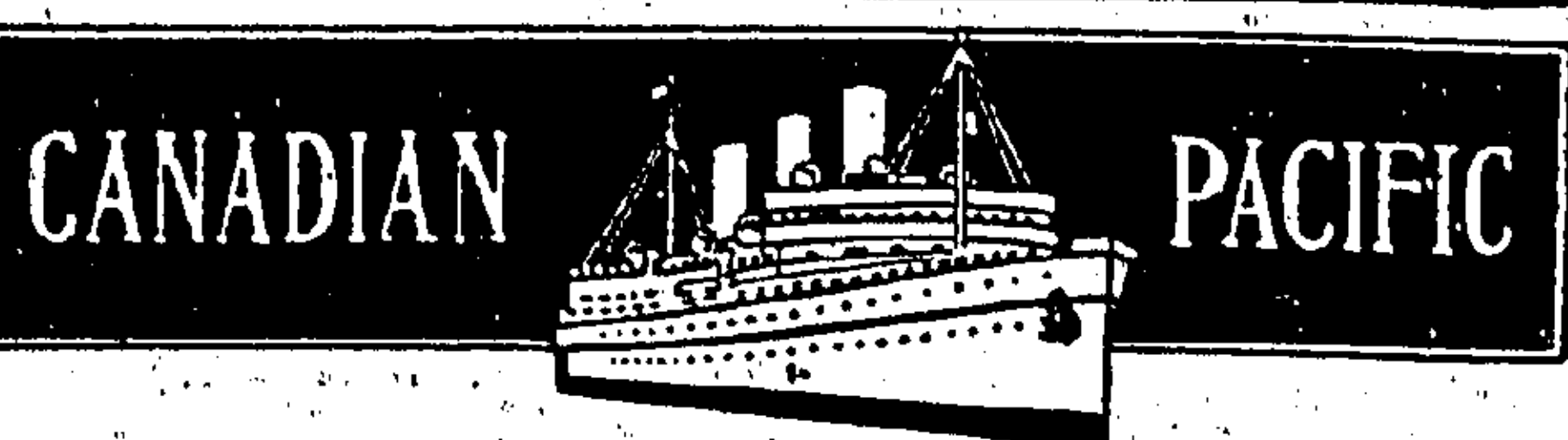
SAYINGS OF A WEEK.

In politics and business I doubt if many very successful men have always run quite straight.—*Dean Inge*.

Every financier is a trustee and is responsible in law for other people's money.—*Mr. Herbert N. Casson*.

Fancy a couple of millions coming to the relief of taxation by a national sweepstake on the Derby? Well, it's worth thinking over.—*Sir John Foster Fraser*.

Long term mortgages are not and never have been, banking business.—*Hon. Wm. Pember-Reeves* (Chairman, National Bank of New Zealand).



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec

From	Departure	Due	From	Departure	Due
Empress Asia	Sept. 6	Sept. 24	Empress Scotland	Sept. 29	Oct. 4
Empress Canada	Sept. 22	Oct. 8	Empress France	Oct. 13	Oct. 19
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2
Empress Asia	Nov. 1	Nov. 19	Empress Scotland	Nov. 24	Nov. 30
Empress Canada	Nov. 17	Dec. 3	Empress France	Dec. 9	Dec. 15
Empress Russia	Nov. 29	Dec. 17	Empress Scotland	Dec. 23	Dec. 29

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held easy and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cable: GACANPAC.
Freight and Express: Tel. 42. Cable: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE. £120-£112-£110

First class throughout. HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU.

STEAMERS
SIBERIA MARU (calling at Dairen), 20,000 tons, Sept. 15th.
TAIYO MARU (calling at Manila and Keelung), 22,000 tons, Sept. 26th.
TENYO MARU (calling at Keelung), 22,000 tons, Oct. 29th.
KORRA MARU (calling at Manila and Keelung), 20,000 tons, Nov. 1st.
SHINYO MARU (calling at Manila and Keelung), 22,000 tons, Nov. 16th.

HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, APRICA AND IQUIQUE.

THENCE BY TRANS-ANDALY ROUTE TO BUENOS AIRES.
STEAMERS
GINYO MARU 18,700 tons, End of September.
ANYO MARU 18,700 tons, October 20th.
SEIYO MARU 18,700 tons, December 4th.
HAKUYO MARU 18,500 tons, January 15th.

JAPAN-HONGKONG-JAVA SERVICE.
OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

STEAMER DESTINATION LEAVE HONGKONG
PERSIA MARU (Batavia, Samarang & Surabaya), September 10th.
NEW YORK LINE. (Freight only.)
VIA JAVA AND SUEZ.

STEAMER LEAVE HONGKONG
MEIYO MARU, about September 24th.
For full information regarding Passengers, Freight & Sailings.
Apply to: Agents at Canton: Y. TSUTSUMI, Manager, King's Building, Tel. No. C. 2174 & 2275.

Agents at Canton: Messrs. T. E. GRIFFITH.

Agents at Canton: Messrs. T. E. GRIFFITH.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT GRANT" ... Sept. 7th.
"PRESIDENT MADISON" ... Sept. 10th.
"PRESIDENT MCKINLEY" ... Oct. 1st.
"PRESIDENT JACKSON" ... Oct. 13th.

TO EUROPE-£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT MADISON" ... Sept. 10th.
"PRESIDENT MCKINLEY" ... Sept. 22nd.

Through Bills of Lading to all United States and Canadian Overland Points also via Panama Canal Lines to Atlantic Ports.

This paper is on file at our NEW YORK OFFICE.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building (Ground Floor).
Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.



HONGKONG WEEKLY

PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS-UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

"PRESIDENT LINCOLN" ... Sept. 17th.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

FIRST CLASS THROUGHOUT. CABIN CLASS ON ATLANTIC. SECOND CLASS ON ATLANTIC.

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOWSTONE PARK
NIAGARA FALLS.

HONGKONG-MANILA

PRESIDENT LINCOLN" ... Sept. 8th

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FIELDING" ... Sept. 13th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322 HOLYOAK, MASSEY & CO., LTD.



SAILING SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America: G.3405, G.3420, G.3440

KAGA MARU ... Monday, 15th Oct.

IYO MARU ... Thursday, 4th Nov., at 11 a.m.

MARSEILLE, S. LONDON & ANTWERP via Singapore, etc.

FUSHIMI MARU ... Wednesday, 13th Sept., at 11 a.m.

MISHIMA MARU ... Wednesday, 20th Sept., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM

LIMA MARU ... End of Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

LYONS MARU ... End of Sept. or beginning Oct.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TOBA MARU ... Monday, 1st Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

OSAKA MARU ... Monday, 10th Sept.

TAMBA MARU ... Thursday, 27th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

NAGATO MARU ... Wednesday, 12th Sept.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 13th Sept.

SHANGHAI, KOBE & YOKOHAMA.

NAGANO MARU (Shanghai & Kobe) ... Saturday, 8th Sept.

TAREISHI MARU (Kobe & Yokohama) ... Tuesday, 11th Sept.

KITANO MARU ... Wednesday, 12th Sept.

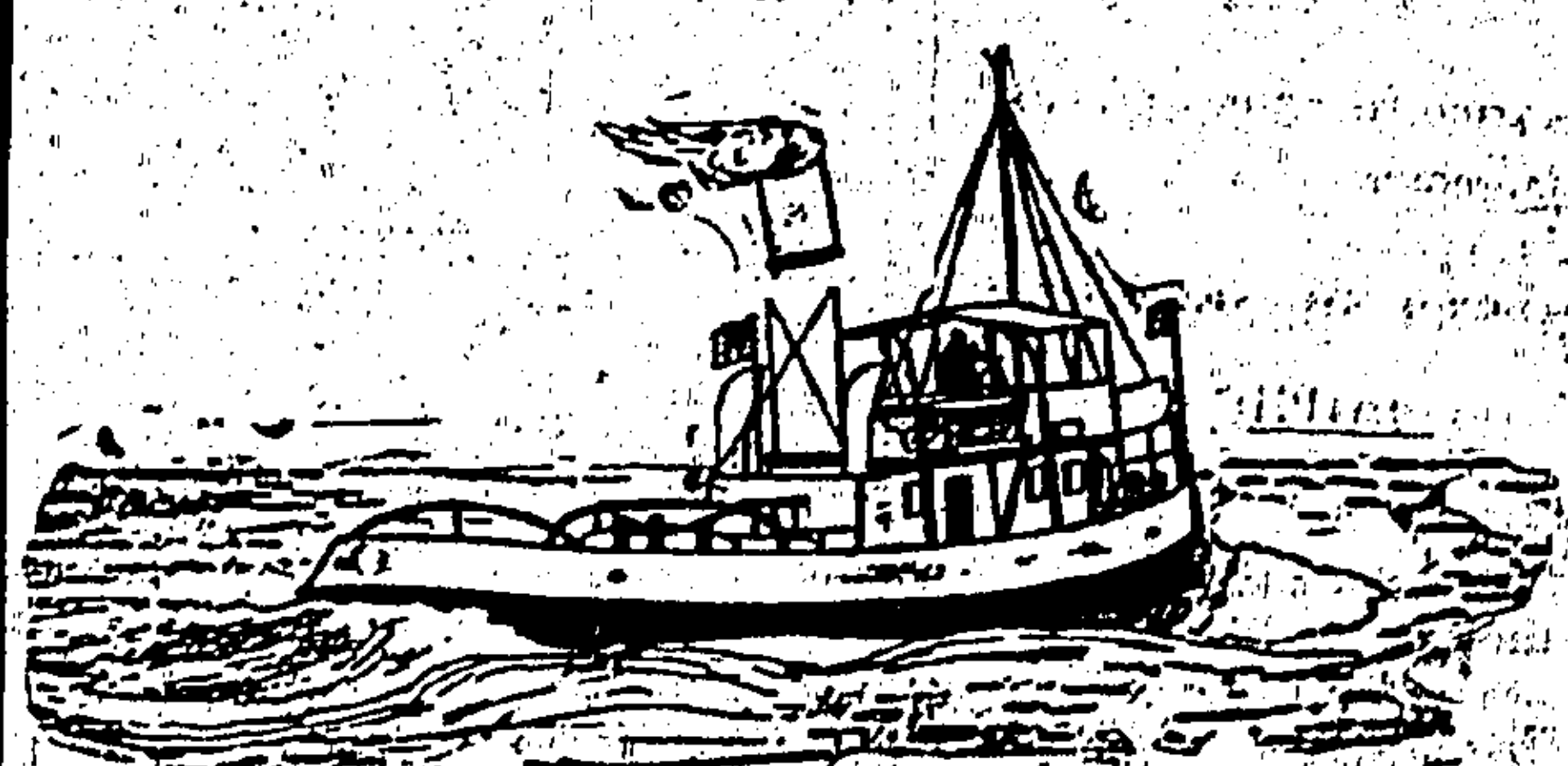
For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 292, 293 & 2422. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



ON-BOARD THE BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Peller, Makers, Founders and Constructional Engineers and Repair.

WEATHER REPORT.

September 5th at 11.50.—Pressure has increased slightly at Hongkong and Shanghai and decreased slightly over S. Formosa and the Visayas.

A depression lies over S.W. China. Hongkong rainfall for the 24 hours ending at 10 a.m., 5th September, 0.00 inch. Total since January 1st, 78.64 inches, against an average of 87.55 inches.

The forecast for the 24 hours ending at noon, 6th Sept., is as follows:—

District: Hongkong
Formosa Channel: S.W. winds, moderate, fair.

Hongkong to Gap Rock: do.

South coast of China between Hongkong and Lamook: do.

South coast of China between Hongkong and Hainan: do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 5th.

Previous On Date On Date
Day at 3 p.m. 6 a.m. 3 p.m.

Barometer ... 29.73 29.76 29.72
Temperature ... 85 81 87
Humidity ... 70 87 71
Wind Direction ... S.W. S.W. S.W.
Force ... 3 2 3
Weather ... 0 0 0
Rain ... 0.00 0.00 0.00

Highest open-air Temperature on 4th ... 87
Lowest open-air Temperature on 5th ... 81

HONGKONG TIDE TABLE

From Sept. 6th to 12th, 1923.

HIGH WATER. LOW WATER.

Days of Week Days of Month Days of Month

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"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

HOMEWARDS.

PASSAGE RATES TO LONDON.

A" Class Steamers	1st Class £22—2nd Class £8
B" Class Steamers	1st Class £24—2nd Class £8
C" Class Steamers	1st Class £26

W.A.—C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewards.

Subject to change without notice.

For further particulars apply to—

(THE BANK LINE LTD.)
(Tel. Central 780)

HOLYOAK, MASSEY & CO. LTD. CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

CORNWALL CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong:

"BELLEROPHON"	15th Sept.	via Suez Canal
"IT" OF BAGDAD	15th Sept.	via Suez Canal
"PERSEUS"	15th Oct.	via Suez Canal

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE LTD. HONGKONG.
(from SWIRE & SOU, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO. LTD. CANTON.**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRAQUELS

Mail Steamers.	Next Sailings from Hongkong.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	From Hongkong to Europe.
ANDRE LEBON	17th Sept.	17th Sept.	17th Sept.
AMBOISE	1st Oct.	1st Oct.	1st Oct.
CORDILLERE	10th Aug.	11th Sept.	15th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.
ORILLI	7th Sept.	8th Oct.	12th Nov.
FORTIOS	21st Sept.	23rd Oct.	26th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) £25.00.0d.	B CLASS (1st Class) £28.00.0d.
STEAMERS (2nd) £23.00.0d.	STEAMERS (2nd) £26.00.0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Transat at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

A.S. C. P. "LECOQ" loading for HAVRE, ANTWERP & DUNKIRK, about end Sept. and may eventually call at Valencia, Alger, Catablan, Bordeaux, Rotterdam, (if sufficient in-cumment offers).

Also through B/Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.

Telephone: Central 740. 2, QUEEN'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in passenger-cabin and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCROW

AND RETURN

(Occupying 9 or 10 Days)

HAIFONG	Capt. Ellis Walker	Sunday, 9th Sept., at 10 a.m.
HAICHING	Capt. J. S. Thomson	Tuesday, 11th Sept., at 1 p.m.
HAIFONG	Capt. W. C. Parnore	Friday, 14th Sept., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHOJI KAISHA**

(MITSUBISHI TRADING CO. LTD.)

HEAD OFFICE—TOKYO

No. 14 PEDDER ST. HONGKONG

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICESSTRAITS, JAVA, SUMBA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"MACEDONIA"	11,088	7th Sept. 11th night	B'way, Mars. Gib. L'don & A'werp.
"SIOGIA"	8,613	18th Sept.	S'pore, Penang, Colombo & Bombay.
"DONGOLA"	8,483	21st Sept.	Mars. Gib. L'don & Antwerp.
"MANTUA"	1,892	8th Oct.	B'way, Mars. Gib. L'don & A'werp.
"SOUDAN"	8,686	17th Oct.	S'pore, Penang, Colombo & B'way.
"KARMAIA"	8,088	18th Oct.	Mars. Gib. L'don & Antwerp.
"CALEDONIA"	7,622	2nd Nov.	B'way, Mars. Gib. L'don & A'werp.
"NELORE"	8,483	4th Nov.	Mars. Gib. L'don & Antwerp.
"SICILIA"	8,613	14th Nov.	S'pore, Penang, Colombo & Bombay.
"MALWA"	1,141	16th Nov.	Mars. Gib. L'don & Antwerp.
"NYANZA"	7,023	25th Nov.	do.
"KALAN"	8,083	30th Nov.	do.
"SOUDAN"	8,686	12th Dec.	S'pore, Penang, Colombo & B'way.
"DEVANHA"	8,088	14th Dec.	Mars. Gib. L'don & Antwerp.
"KAISAR-CHIND"	11,430	23rd Dec.	B'way, Mars. Gib. L'don & A'werp.

1924.

"KHIVA"	9,097	11th Jan.	(MARSEILLES & LONDON
"MACEDONIA"	11,088	25th Jan.	via Usual Ports of Call.
"KASHGAR"	8,440	8th Feb.	do.
"MOREA"	10,511	22nd Feb.	do.
"KARMAIA"	8,088	7th March	do.
"NALDERA"	15,993	21st March	do.
"DELTA"	9,047	4th April	do.
"CHINA"	7,952	18th April	do.

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,984	12th Sept. 3 p.m.	Singapore, Penang & Calcutta.
"TAKADA"	6,966	25th Sept.	do.
"TAKADA"	6,949	1st Oct.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Oct.	(Manila, Tharad, Island,
"ST. ALBANS"	4,500	3rd Nov.	Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:—

The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"KARMAIA"	8,088	7th Sept. 4 p.m.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	8th Sept. D.L.	Amoy, Shanghai & Kobe.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.
"NELORE"	8,483	23rd Sept.	Shanghai, Moji, Kobe & Yokohama.
"SOUDAN"	8,686	29th Sept.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

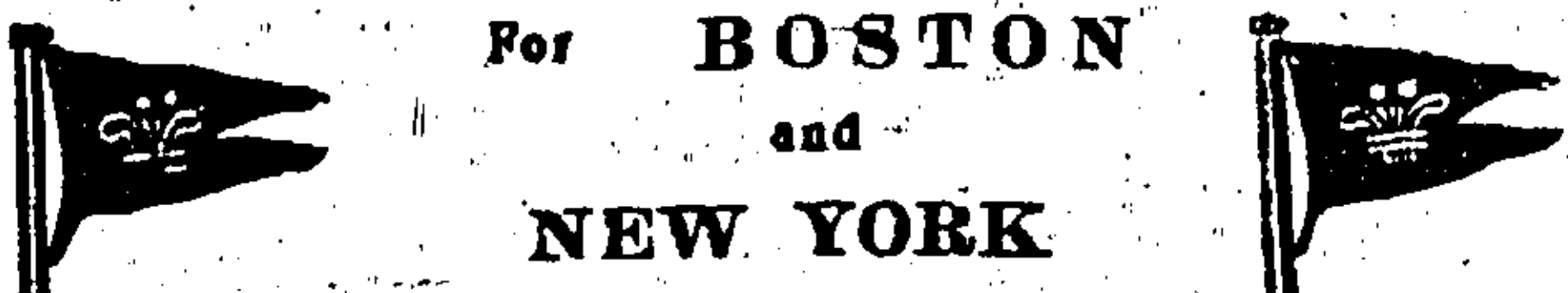
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.
First Saloon passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels weighing not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG. Agents.**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "CELTIC PRINCE" on 30th September.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 5164

Telegrams (Paravancera)

(Incorporated in Great Britain)

St. George's Building

O. S. K.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, HOTTENHAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

BIO DE JANEIRO, SANTOS & BURNOS—via Saigon
Singapore, Colombo, Durban and Capetown—Passenger Service.
"CHICAGO MARU" ... Tuesday, 18th Sept.

BOMBAY—fortnightly service via Singapore and Colombo.
"ANDES MARU" ... Thursday, 20th Sept.

"BURMA MARU" ... Friday, 5th Oct.

SAIGON, HANGKOW & SINGAPORE—Regular monthly Passenger Service.
"KISHU MARU" ... Tuesday, 2nd Oct.

CALCUTTA—Monthly Service via Singapore and Rangoon.
"HONOLULU MARU" ... Wednesday, 19th Sept.

VICTORIA, BEATLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Teatling to OYGIKLAND, PUERTO RICO & CANADA—Passenger Service.
"ARABIA MARU" ... Friday, 21st Sept.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.
"HAGUE MARU" ... Beginning of Oct.

JAPAN PORTS—Kobe, Yokohama via Shanghai.
"HIMALAYA MARU" ... Wednesday, 12th Sept.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"SUMA MARU" ... Sunday, 16th Sept., Noon

TAKAO via SWATOW & AMOY.
"KAMU MARU" ... Sunday, 23rd Sept., Noon

TAKAO & KEELUNG.
"KISHU MARU" ... Thursday, 13th Sept., 10 a.m.

For sailing dates and further particulars please apply to
Central No. 492-4**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 6th Sept. D.L.
HONGKOW & SINGAPORE	"CHINHU"	On 6th Sept. 9 a.m.
SHANGHAI	"SHANTUNG"	On 7th Sept. D.L.
SWATOW & SHANGHAI	"LUCHOW"	On 7th Sept. Noon
SHANGHAI & TSINGTAO	"SUNNING"	On 8th Sept. D.L.
HONGKOW, PAKHOI & HAIPHONG	"YUNNAN"	On 9th Sept. 10 a.m.
SWATOW & SHANGHAI	"LIANGHOU"	On 9th Sept. Noon
SWATOW & SINGAPORE	"KINGYUAN"	On 9th Sept. 4 p.m.
AMOY & SHANGHAI	"YINGCHOW"	On 11th Sept. D.L.
SWATOW & HANGKOW	"KWANGCHOW"	On 11th Sept. 4 p.m.
MANILA	"TAMING"	On 12th Sept. 4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow) and extending to Fuku, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wusung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Leave Hongkong for Manila	Leave Hongkong for Australia
"CHANGSEA"	15th Sept.	15th Sept.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

Telephone Central No. 33.

(JOHN SWIRE & SONS, LTD.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE**TO LOS ANGELES AND SAN FRANCISCO****FROM HONGKONG BY DIRECT ROUTE.**

U.S.S.B. "West Chopaka"	Leave Hongkong 14th Sept.
U.S.S.B. "West Carmona"	Leave Hongkong 15th Sept.
U.S.S.B. "West Carmona"	Leave Hongkong 30th Sept.
U.S.S.B. "West Carmona"	Leave Hongkong 1st Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND P. I. PORTS.

U.S.S.B. "West Carmona"	Leave Hongkong 11th Sept.
U.S.S.B. "West Carmona"	Leave Hongkong 12th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Cactus"	Leave Hongkong 20th Sept.
U.S.S.B. "West Cactus"	Leave Hongkong 30th Sept.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,
General Agent for
JAPAN-CHINA-PHILIPPINES,
INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building,
Phone Central No. 2000.
K. A. HEYUM, Res. Agent

DODWELL & CO., LIMITED**NEW YORK BERTH**

For BOSTON & NEW YORK via SUEZ

S.S. "BOWEN CASTLE" sailing on or about 12th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR

LEVANT, BLACK SEA & DANUBE PORTS

FUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £68.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "VENBZIA" sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "ROSANDRA" sailing on or about end of Sept.

S.S. "VENEZIA" sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

S.S. "TIMINGA" sailing from Calcutta on or about 25th Sept.

Regular Passengers and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO. LIMITED.

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Agents.

POST OFFICE NOTICE

Telegraphic Communication with Gap Rock Light-house is interrupted.

REDIRECTION OF CORRESPONDENCE

In future the Post Office will not undertake to redirect any correspondence unless such correspondence is addressed either (1) to the Post Office (or c/o the G.P.O.) or (2) to an address at which delivery cannot be effected; and in either case is covered by a redirection request.

INWARD MAILS.

From	To	Date
SHANGHAI	London	6th Sept.
Kobe via Suez (Letters & Papers, London 9th August, and Parcel, 1st August)	London	6th Sept.
U.S.A. Japan and Shanghai	Pres. Lincoln	7th Sept.
BOMBAY	Nagasaki	7th Sept.
SHANGHAI	Macao	7th Sept.
U.S.A. CANADA, JAPAN AND SHANGHAI	Pres. Madison	8th Sept.
SHANGHAI	Stockholm	9th Sept.
BOMBAY	Mad. Alva	13th Sept.

OUTWARD MAILS.

Via	From	Date
Hankow, Amoy and Haiphong...	Yungo Maru No. 1	Thursday, 6th, 8.30 A.M.
Swatow, Amoy and K'ueing	Takara Maru	8.30 A.M.
Shanghai, Japan, Canada, U.S.A.	Empress of Asia ...	Registration, 3.15 A.M.
Central and South America and EUROPE via VANCOUVER, B.C. — due Vancouver, 24th Sept...		Letter, 10.00 A.M.
Swatow	Prosper	2.00 P.M.
Bangkok	Bangkok	2.30 P.M.
Hankow and Haiphong	Leaving	5.00 P.M.
Shanghai, Japan, Canada, U.S.A.	Pres. Grant ...	Parcels, 3.00 P.M.
Central & South America, & EUROPE via VICTORIA, B.C. — due Victoria B.C. 26th Sept.		Registration Letters 7th... 8.30 A.M.
Ship sails 7th inst., 10 a.m.		
Swatow	Lohang	Friday, 7th, 10.30 A.M.
Manila	Wing Sang	2.00 P.M.
Shanghai and Japan	Kermala	2.30 P.M.
Shanghai	Tientsin	3.30 P.M.
Swatow, Amoy, Haiphong, India, via Dharmakodi, Bombay, Aden, Egypt and EUROPE via MARSEILLE, LYO — due Marseilles, 6th Oct. — Ship sails at midnight, 7th Sept.	Macedonia	Parcels Noon
Hankow and Bangkok		Registration 5.00 P.M.
Amoy	Letters 5.00 P.M.	
Manila	Chun Sang	5.00 P.M.
Swatow, Amoy and Fookchow	Takada	5.00 P.M.
Manila	Pres. Lincoln	Saturday, 8th, 2.30 P.M.
Swatow, Amoy and Fookchow	Hankow	Sunday, 9th, 9.00 A.M.
Manila	Pres. Madison	Monday, 10th, 3.30 P.M.
Swatow, Amoy, Haiphong, India, via Dharmakodi, Bombay, Aden, Egypt and EUROPE via MARSEILLE, LYO — due Marseilles, 6th Oct. — Ship sails at midnight, 7th Sept.	Osaka Maru	Tuesday, 11th, 10.30 A.M.
Hankow and Bangkok	Reiching	Noon

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

5th September, 1923.

ON LONDON.—	Telegraphic Transfer ... 2/3 1/2
Bank Bills, on demand ... 2/3 5/16	
Bank Bills, at 30 days' sight ... 2/3 1/2	
Bank Bills, at 4 months' sight ... 2/3 1/2	
Credits, at 4 months' sight ... 2/3 1/2	
Documentary Bills, 4 months' sight ... 2/4 1/16	
ON PARIS.—	Bank Bills, on demand ... 910
Credits, 4 months' sight ... 970	
ON NEW YORK.—	Bank Bills, on demand ... 51 1/2
Credits, at 30 days' sight ... 52 1/2	
ON BOMBAY.—	Telegraphic Transfer ... 169 1/2
Bank Bills, on demand ... 169 1/2	
ON CALCUTTA.—	Telegraphic Transfer ... 169 1/2
Bank Bills, on demand ... 169 1/2	
ON SHANGHAI.—	Bank Bills, at sight ... 100.00
Private, 30 days' sight ... 100.00	
ON YOKOHAMA.—	On demand ... 100.00
ON MANILA.—	On demand ... 100.00
ON SINGAPORE.—	On demand ... 100.00
ON BATAVIA.—	On demand ... 100.00
ON HANKOW.—	On demand ... 100.00
ON SINGAPORE.—	On demand ... 100.00
ON BANGKOK.—	On demand ... 100.00
SOVEREIGN, Bank's Buying rate ... 8.57	
GOLD LEAF, 100 fine, per tael ... 45.87	
BAR SILVER, per oz ... 31 3/16	

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
 Authorized Capital ... \$50,000,000
 Paid-up Capital ... \$20,000,000
 Reserve Funds ... \$24,500,000
 Silver ... \$24,500,000
 Reserve Liability of Proprietors \$23,000,000

Court of Directors:
 Hon. Mr. A. O. LANE—Chairman.
 D. G. M. BERNARD, Esq.—Deputy Chairman.
 A. H. COMPTON, Esq. W. L. PATTERSON, Esq.
 G. M. DODWELL, Esq. J. A. PLUMMER, Esq.
 G. T. M. EDKINS, Esq. H. P. WHITE, Esq.

Chief Manager:
 Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—J. McARTHUR, Esq.
 Manager: Shanghai—G. H. STIRTS, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 14th June, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.
 For the HONGKONG & SHANGHAI BANKING CORPORATION:
 A. G. STEPHEN, Chief Manager.
 Hongkong, 14th November, 1922. [38]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
 HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000
 Reserve Fund ... £2,000,000
 Reserve/Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
 A. H. FERGUSON, Manager.
 Hongkong, May 8th, 1923. [31]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 86, Boulevard Haussmann, Paris.
 Subscribed Capital: Frs. 72,000,000.00
 Paid-up Capital: Frs. 68,400,000.00
 Reserve Fund: Frs. 9,967,233.54

BRANCHES:
 Bangkok, Hongkong, Saigon, Batavia, Shanghai, Canton, Nanking, Singapore, Djibouti, Peking, Tientsin, Hankow, Fooking, Tourane, Hanoi, Yunnanfu, Pondicherry.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
 IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
 IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
 Every description of banking and exchange business transacted.
 G. LEBOUCC, Acting Manager.
 Hongkong, July 12th, 1921. [32]

LIKE A
LANDMARK
 DIGNIFIED BY YEARS OF SERVICE
 THE
"CAPSTAN"
 LABEL
 HAS BEEN A DIRECTING SIGN
 TO
 DISCRIMINATING SMOKERS

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"LYCAON" 15TH SEPT. London, Rotterdam & Hamburg.
 "MENTOR" 25TH SEPT. London, Rotterdam & Hamburg.
 "AGAPENOR" 9TH OCT. London, Rotterdam & Dunkirk.
 "PHENIX" 18TH OCT. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).
 "KT. TEMPLAR" 20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.
 "PROMETHEUS" 3RD OCT. Marseilles, Havre, Liverpool & Glasgow.
 "RHEXENOR" 10TH OCT. Genoa, Marseilles & Liverpool.

PACIFIC SERVICE

(VIA KOREA AND YOKOHAMA).
 "ACHILLES" 12TH SEPT. Victoria, Seattle & Vancouver.
 "PHILOCTETES" 26TH SEPT. Victoria, Seattle & Vancouver.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).
 "BELLEROPHON" 15TH SEPT. via Suez and Boston.
 "PERSEUS" 5TH OCT. via Suez and Boston.

PASSENGER SERVICE

"MENTOR" 25TH SEPT. for Singapore & London.
 "TEIRESIAS" 1ST OCT. for Shanghai.
 "TEIRESIAS" 6TH NOV. for Singapore & London.
 "SARPEDION" 11TH DEC. for Singapore, Marseilles & London.
 "PATROCLUS" 3TH JAN. for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO
BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 AGENTS.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
 York Building, Charter Road, Hongkong.
 BRANCHES:
 Shanghai, 31, Kiang Road.
 Hankow, British Consulate.
 Correspondents in:
 London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Canton and all Commercial centres of China and abroad.
 PROMPT SERVICE.
 Attractive rates for all kinds of Deposits.
 Inquiries are welcome.
 T. H. MAI, Manager.
 1923

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華
 HEAD OFFICE:
 Alexandra Buildings, Charter Road.
 GENERAL Banking and Exchange business transacted.
 Loans granted on approved securities.
 Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
 The Bank also conducts a Savings Department.
 K. C. LAU, Chief Manager.
 1923

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
 15, Gracechurch Street, London, E.C. 3.
 Established 1910.
 Authorized Capital ... £23,000,000
 Subscribed Capital ... £21,000,000
 Paid-up Capital ... £21,000,000
 Reserve Fund ... £21,200,000

BANKERS:
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:
 Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Shanghai, Calcutta, Kandy, New York, Simla, Colombo, Karachi, Penang, Singapore, Delhi, Kota Bharu, Port Louis (Mauritius), Galle.

HONGKONG BRANCH:
 Every description of Banking and Exchange business transacted.
 INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
 N. C. WILSON, Manager.
 7, Queen's Road Central, Hongkong, May 31st, 1923. [30]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GIKO.)
 Incorporated by Special Imperial Charter, 1899.
 Capital Subscribed ... Yen 60,000,000
 Capital (Paid-up) ... Yen 52,500,000
 Reserve Funds ... Yen 12,150,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:
 JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
 FORMOSA—Gilan, Kagi, Kankin, Keelung, Makung, Nanto, Pinnan, Shingchen, Taichu, Tainan, Takow, Tamsui, Toiyen, Akou.
 CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fookchow, Swatow, Canton, Singapore, Hongkong, Bangkok, Siam, Batavia, Soerabaya, Samarang, Yoko, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTRY WESTMINSTER AND PARK BANK, LTD.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippines, Islands, Java, and other Dutch India, Australia, America, etc.
 Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
 S. RONDON, Manager.
 HONGKONG BRANCH:
 4, Des Vaux Road, Hongkong, 7th September, 1923.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:
 No. 16, Des Vaux Road C., HONGKONG.
 Established 1910.
 Authorized Capital ... \$10,000,000.00
 Paid-up Capital ... \$5,000,000.00
 Reserve Fund ... \$500,000.00

DIRECTORS:
Mr. Pong Wai Tung, Chairman, Mr. Chow Shou, Mr. Huynh Tai, Mr. Kan Yim Po, Mr. Li Koon Chun, Mr. Mok Ching Kow, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Knn Chiu Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po, Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:
 LONDON, PARIS, SHANGHAI, KOBE, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA, NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, PENANG, HANKOW, BATAVIA, SOERABAYA, BOMBAY, CANTON.

London Bankers—The London Joint City and Midland Bank, Ltd.
 Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:
 For 3 months at the rate of 3 per cent. per annum
 For 6 months at the rate of 4 per cent. per annum
 For 12 months at the rate of 5 per cent. per annum
 KAN TONG PO, Chief Manager.
 Hongkong, February 26th, 1923. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
 Reserve Fund ... Yen 69,000,000
 HEAD OFFICE: YOKOHAMA.
 Branches and Agencies at:
 Batavia, Kobe, Soerabaya, Rangoon, San Francisco, Calcutta, Los Angeles, Seattle, Shanghai, Singapore, Siam, Shimonoseki, Fungtien, Nagasaki, Newchwang, Sydney, Osaka, Tientsin, Hankow, New York, Tokyo, Honolulu, Peking, Tientsin, Harbin, Ito de, Tangshan, Kail Yuen, Fuzhou, Vladivostok.
 Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.
 T. NISHIYAMA, Manager.
 16th March, 1923. [33]

NEDELANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)
 Established 1824.

A. Capital ... F. 100,000,000 23,333,333
 Paid-up Capital ... F. 50,000,000 11,666,666
 Reserve Fund ... F. 19,789,150 4,543,433
 Special Reserve ... F. 22,660,000 5,199,333

Head Office: Amsterdam.
 Branches at:
 The Hague, Rotterdam, Batavia.

BRANCHES:
 Bandjoeasin, Macassar, Shanghai, Singapore, Bandoeng, Medan, Soerabaya, Soerakarta, Bombay, Padang, Palembang, Calcutta, Falmouth, Tegal, Penang, Pontianak, Teluk Anson, Djibouti, Kobe, Rangoon, Weltevreden, Kota-Badjia, Samarang.

Correspondence at Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers—The National Provincial and Union Bank of England, Ltd.
 The Bank buys and sells and receives for collection Bills of Exchange, issued letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.
 W. H. GROSCHAMP, Agent.
 Hongkong, August 14th, 1923. [37]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
 Authorized Capital ... \$50,000,000.00
 Paid-up Capital ... 13,278,000.00
 Reserve Funds ... 9,622,455.24

HONGKONG BRANCH—PEKING HEAD OFFICE.

Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
 London Bankers—The National Provincial and Union Bank of England, Ltd.
 The Guaranty Trust Co. of New York.
 New York Bankers—The Irving National Bank.
 The Equitable Trust Co., New York.
 Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
 Every description of Banking Business transacted.
 Loans granted on approved securities.
 Special facilities for Home Exchange.
 TSUYEE PEI, Manager.
 Hongkong, September 8th, 1921. [33]